THE EVENING TELEGRAPH.

VOL. XIV—NO. 1. PHILADELPHIA, FRIDAY, JULY 1, 1870. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE CELESTIAL SHOEMAKERS.

New York's Narrow Policy.

The Escape of a Criminal.

Great Explosion at Harrisburg.

Etc., Etc., Etc., Etc., Etc.

THE MASSACHUSETTS CHINESE.

Cheap Labor Against Unwilling Labor—Tea and Chopsticks—Great Expectations.

A correspondent of the New York *Tribune*, writing from North Adams, Mass., says:—

The Celestial shoemakers continue to devote their leisure most ardently to the acquisition of the English language. They have primers and dictionaries printed for the purpose of teaching learners of their nation with the two widely different kinds of characters in parallel columns; but they appear to find it more agreeable to learn by another system, the magnitude of which seems appalling at first thought. They inquire the name of an article at random, and then repeat it hundreds of times till it is firmly fixed in the memory. Their foreman had bought some cotton sheeting, which was divided among them, each man measuring his piece by a curious motion of the arm which seemed much more satisfactory than any test by the unfamiliar yard-stick. "What you call?" inquired one of them, holding up his material for a pillow-case. "White cloth." It is curious to see the laborious motion of the lower jaw by which a Chinaman strives to convey the pronunciation of these difficult syllables. "Watt—closs," with a long pause of efforts between the words, is about as near as he gets to it the first day. Yet though this method seems as slow as working through the Hoosac Mountain with a hand-drill, the pupils make marvellous progress toward acquiring the language, both for reading and for conversation. For the technical purposes of the trade, they master it in a trice, calling all the component parts of a shoe and all the multitudinous implements of the shoe-bench by their proper names after a day's acquaintance.

The Chinese are hearty eaters, requiring new supplies of rice and fresh meat for their kitchens in a way that somewhat encourages the small traders of North Adams, who had been led to suppose the new shoemakers would have no demand for any merchandise but rats and puppy dogs. The cigar stores and whisky shops must suffer, but their wants will open new avenues of profitable trade. Their tea they will probably continue to import from their native land by the way of California, when the supply they have brought with them is exhausted. Whether from the greater purity of the leaves or the superior skill of their cooks, the beverage which they drink from their pint bowls—disdaining our diminutive cups and puerile spoons—is certainly preferable in smoothness and delicacy of flavor to most of the tea offered at American tables. But aside from this it is impossible for one trained in the ways of our civilization to look on with sympathy at a Chinese banquet. There is an air of haste about it with which the habit of a New York boarding-house or a Western steamboat is not to be compared; and the chopstick in operation is not agreeable to look upon. But it seems probable that these people will gradually adopt the knife as a more convenient instrument, and so slowly rise to the high culture implied in the exclusive use of the fork, so that we may all sit down at their tables in a year or two without a feeling of nausea. Another change which they will be sure to be driven to as the cold months come on, will be the adoption of our costume, since their thin blouses, flowing trousers, and slipshod shoes will be quite inadequate to the exigencies of the New England winter climate; and so they will gain another claim on the respect of the tradesmen who will supply their needs.

North Adams is somewhat surprised at the interest which its local sensation has excited in the outer world, and looks with amazement at the flock of metropolitan reporters, scarcely less strange than the Chinese themselves, who have been attracted into its pleasant valley. The Crispins are of course unconverted; but the general sentiment of the townspeople, and of the observers from abroad who have come to look at the Orientals, is that of admiration for many of their traits. The cheapness of their labor, now that its good quality is demonstrated, especially strikes the New England mind, trained as it is to calculations of economy; and there are those, whose opinion your correspondent highly respects, who predict that the way will be opened under the Hoosac, that the sandy barriers of Cape Cod will be dug away, that the next great railroad across Massachusetts will be built, all within the next ten years, and all by Chinese labor.

Opposition to Mr. Chinaman in New York—A Narrow Policy.

A mass meeting of laboring men and trades unions was held in Tompkins Square, New York, last evening, to oppose the introduction of Chinese labor into this country.

Speech of Mayor Hall.

Mayor Hall was then introduced, and said it afforded him pleasure to meet his hearers in the discussion of this coolie question. If it were a subject to joke about he might say that the coole question was a good one to talk about on this hot June evening. But it was a subject of too serious a nature for joking. He had been introduced by the Chairman as the Chief Magistrate of this city. He felt that the Chief Magistrate ought to be here because the object of the meeting he was sure met the sympathies of at least four-fifths of his constituents. He was not here as a politician or a demagogue, but he believed every one holding public position should be willing to show his hand on this question and not hold his tongue. The State of Massachusetts was the first in the country to introduce the black slave trade two centuries ago, and it was now the first in the United States to introduce another kind of tawny slave labor. From the sudden introduction of this species of labor in one of the towns of Massachusetts had sprung this movement. The American people, it had been said, would not and could not object to any kind of immigration into this country. The objection was to traders and man-speculators bringing men here to overrun labor. Men who were debased in morals were being brought here to compete with free white labor. If the white men of the North are to tolerate this new kind of slave labor, then it was in vain they had fought to break down black slavery in the South, for it was only to see a worse species of slavery introduced into the North. The trouble on this question commenced with the Burlingame treaty. It was the duty of the statesmen of the country to have seen to it at that time and prevented the difficulty. It was by virtue of that treaty that Mr. Samson, of North Adams, claimed the right to introduce Chinese laborers to his workshops. He held the statesmen of the country accountable for not providing in the treaty for this difficulty. It would be impossible for American free labor to compete with this new system of Chinese slave labor, and it was the duty of Congress to pass laws immediately regulating Chinese immigration to this country. It was a difficult question to deal with—and there were no one in objurgation or the elaboration of revolutionary ideas. He was not here to suggest a remedy; that lay with the men in power at Washington. It was not a question of cheap labor merely, but a question of moral and social influences in the United States. After some remarks about the vast reservoir of Chinese labor, and the necessity of regulating its introduction into this country, the Mayor closed amid the cheers of the audience.

TERRIBLE EXPLOSION.

Disaster at the Lochiel Iron Works—Fatal Results.

The Harisburg *Patriot* of yesterday says:—

About twenty minutes of 1 o'clock yesterday afternoon a frightful explosion occurred at the Lochiel Iron Works, which resulted in the fatal scalding and burning of Dennis Toomy, aged about 55 years, and a boy named Quaid, about 15 years old. John McGee was also scalded and burned considerably, though no fears for his recovery are entertained. William Howles and L. Stevens also met with painful injuries by the explosion, while several other workmen were slightly hurt. None are expected to die but Toomy and Quaid, who are terribly burned.

The explosion occurred under the following circumstances:—Toomy requested Quaid to direct the hose on a "buggy" of slag or cinder, which had been conveyed to the outside of the works about an hour before. The boy accordingly did so, when Toomy ran a wet bar into the slag, the result of which was a simultaneous explosion, which was heard three or four hundred yards distant. The hot cinder flew in almost every conceivable direction, Toomy and Quaid receiving the largest quantity. The works were set on fire in several places, which was extinguished by bringing the hose into play. Every possible assistance was extended to the injured men by their fellow-workmen, and medical aid was summoned to their help as soon as possible after the accident.

NO PANIERS FOR THE SAINTS.

Dragging Skirts Discarded—"Disgustingly" Short Ones Ditto—The Grecian Bend Tabooed—The Latest Fashion Edict—Utah the Seat of Reform.

From the Deseret News, June 20.

The following resolutions were adopted by the First Young Ladies' Department of the Ladies' Co-operative Retrenchment Association, Salt Lake City, organized May 27, 1870:—

Resolved, That realizing ourselves to be wives and daughters of apostles, prophets, and elders of Israel, and, as such, that high responsibilities rest upon us, and that we shall be held accountable to God not only for the privileges we inherit from our fathers, but also for the blessings we enjoy as Latter-day Saints, we desire to unite and co-operate with, and do mutually pledge ourselves that we will uphold and sustain, each other in doing good.

Resolved, That inasmuch as the saints have been commanded to gather out from Babylon, and "not partake of her sins, that they receive not of her plagues," we feel that we should not condescend to imitate the pride, folly, and fashions of the world; and inasmuch as the Church of Jesus Christ is likened unto a city set on a hill to be a beacon of light to all nations, it is our duty to set examples for others, instead of seeking to pattern after them.

Resolved, That we will respect ancient and modern apostolic instructions. St. Paul exhorted Timothy to teach "the women to adorn themselves in modest apparel—not with braided hair, or gold or pearls, or costly array, but which becometh women possessing godliness, with good works." Peter, also, in his first epistles, in speaking of women, says:—"Whose adorning, let it not be that outward adorning of plaiting the hair, and wearing of gold, or of putting on apparel; but let it be the hidden man of the heart, in that which is not corruptible, even the ornament of a meek and quiet spirit, which is, in the sight of God, of great price; for after this manner, in old time, the holy women also who trusted in God adorned themselves." In a revelation given to the Latter-day Saints in 1831, the Lord said:—"Thou shalt not feel proud in thy heart; let all thy garments be plain, and their beauty the beauty of the work of thine own hand." All of which we accept as true principle, and such as should be fully illustrated in our practice.

Resolved, That, with a firm and settled determination to honor the foregoing requirements, and being deeply sensible of the sinful ambition and vanity in dress among the daughters of Zion, which are calculated to foster the pride of the world and shut out the spirit of God from the heart, we mutually agree to exert our influence, both by precept and by example, to suppress and to eventually eradicate these evils.

Resolved, That, admitting variety has its charms, we know that real beauty appears to better advantage in a plain dress than when bedizened with finery, and while we disapprobate extravagance and waste, we would not, like the Quakers, recommend a uniform, but would have each one to choose the style best adapted to her own taste and person; at the same time we shall avoid, and ignore as obsolete with us, all extremes which are opposed to good sense or repulsive to modesty.

Resolved, That inasmuch as cleanliness is a characteristic of a saint and an imperative duty, we shall discard the dragging skirts, and, for decency's sake, those disgustingly short ones extending no lower than the boot tops. We also regard "paniers" and whatever approximates in appearance towards the "Grecian Bend," a burlesque on the natural beauty and dignity of the human female form, and will not disgrace our persons by wearing them. And also, as fast as it shall be expedient, we shall adopt the wearing of home-made articles, and exercise our united influence in rendering them fashionrble.

THE NEW ORLEANS FIREMEN.

Their Trip to Philadelphia—How They Were Entertained in Cincinnati.

The Cincinnati *Times* of Wednesday says:—

The New Orleans firemen, and their friends who are accompanying them, spent yesterday very largely in looking about the city. In the morning Mr. Shattuck, of the Erie Railway, received them at the Cincinnati, Hamilton and Dayton depot, and would not allow them to depart until he had given them a handsome collation. The New Orleans Fire Department was toasted, and a response made by Mr. Stone and Mr. Shattuck, of the Erie Railroad.

At 3 P. M. Messrs. Reinlein and Brickel took in carriages such as desired to go to Clifton, Avondale, Spring Grove, Cumminsville, the Work House, and House of Refuge. Notwithstanding the heat, the ride to the suburbs was very much enjoyed.

THE DEPARTURE.

At an early hour yesterday evening the Gibson House was alive with members of the excursion and others, preparatory to the departure of our guests for the East. Some time before the hour, they were generally at the depot of the Erie Railway. Before their departure, L. A. Allen, Esq., in behalf of the firemen of this city, addressed them as follows:—

Gentlemen of the New Orleans Fire Department:—On behalf of the Fire Department of the city of Cincinnati, I thank you for this your friendly visit. We welcome you, not because you are firemen, but because you are our brothers and our fellow-citizens. If we have done anything to contribute to your pleasure, it is only in the same spirit of welcome which the Queen City of the West is ever ready to extend to the representatives of any city in this great and glorious Union. In parting with you, gentlemen, we only regret that your stay has been so short. And we now bid you a kind, a fond adieu, hoping to meet you soon again.

THE TRAIN.

The cars provided for them by the Erie Company were the best the road furnishes. There were three first-class sleeping coaches and a drawing-room coach attached. The train was one of the finest that ever left the city; it was a credit to the company, and a compliment to the excursionists who are to enjoy its comforts. During yesterday the train was visited by a large number of persons, who appeared greatly interested in the splendid accommodations furnished in our day to the travelling public. The excursionists will go directly through New York, will make a short stop in Jersey City, and go to Philadelphia the following day.

ESCAPE OF A CRIMINAL.

A Man Convicted of Manslaughter Suddenly Disappears—His Bondsmen Left in the Lurch.

The Toledo *Blade* of Wednesday has the following:—

Yesterday afternoon a rumor became current that Martin Kruse, who was lately convicted of manslaughter in killing Jacob Gerber, Jr., had taken his departure. The report soon reached Sheriff Dowling, and that officer informed Judge Collins, this morning, of what he had heard. The Judge at once issued a warrant directing the Sheriff to find Kruse and take him into custody. Sheriff Dowling accordingly proceeded to Kruse's house, on Segur avenue, to execute the warrant. Reaching the house, he found the wife of the criminal, who informed the Sheriff that her husband left the city last Friday evening.

In reply to the question as to where her husband had gone, Mrs. Kruse replied that she did not know. The sheriff then proceeded to make a thorough search of the premises, when the wife, with a victorious smile, remarked, "You won't find him, for he's a good many miles from here now," and the remark was found to be the truth. The wife and all parties who were interrogated, pretended ignorance as to all particulars of the homicide's departure.

With the exception of the night that he was arrested after committing the murder, Kruse was never in the custody of the sheriff or any other officer, but was allowed his freedom under bail of $3000, his surety being his brother August Kruse and Henry Brand.

Having satisfactory assurance that Kruse would not forfeit his bail, Judge Collins permitted him to renew it, after he was convicted, until he should be called into court to receive his sentence. But it seems that the criminal came to the conclusion that his brother and friend could better afford to redeem the bond than he could stand a term of penitentiary experience. A large reward will be advertised for his recovery.

LEGAL INTELLIGENCE.

Presentment of the Grand Jury.

Court of Quarter Sessions—Judge Ludlow.

This morning the Grand Jury for the June term, having concluded their labors, made the following brief and interesting final presentment:—

To the Honorable the Judges of the Court of Oyer and Terminer and Quarter Sessions of the Peace for the City and County of Philadelphia.

The Grand Inquest of the Commonwealth of Pennsylvania, inquiring for the City and County of Philadelphia, for June term, 1870, respectfully present:—

The business assigned to the Grand Jury has been disposed of, and of the 363 bills presented to us for our consideration, 199 have been returned true and 164 ignored.

There was nothing of special importance brought to our notice, but we cannot forbear to refer the Court to the prevalence of a system well known, both in the Quarter Sessions and to the community, as professional or straw bail.

It is a matter of public notoriety that these individuals follow this practice as a recognized profession and act as shields to rogues who come into this court for trial. Scores of noted criminals have escaped justice through the connivance of these professional bail-goers, who ply their trade within the walls of the Court House itself.

The attention of the District Attorney is respectfully and earnestly directed to this growing evil, and his recent action in causing the arrest of one of these men is commendable as an indication of a vigorous prosecution of the entire class.

The Grand Jury visited all the public institutions, and report are all well and properly managed.

Attention has so frequently been called to the crowded condition of the County Prison and the insane department of the Almshouse that we can do no more at this time than reiterate the complaints of the past and urge a speedy reform for the future.

The Grand Jury return their thanks to the officers of the Court for their attentions during the session.

SAMUEL S. FEATHERSTON, Foreman.

F. K. ALLISON, Secretary.

Judge Ludlow replied to the Grand Jury that, in regard to their remarks upon professional bail-goers, he thought them well worthy of serious consideration. Whenever such men were found attempting imposition upon the Court, they were unfailingly punished and made examples for those who might be inclined to imitate them. But the constitutional provisions on the subject made it obligatory upon the Judge to accept the bail of any person that was responsible and valuable; in other words, if the bail offered was sufficient, though the surety were a professional, it was the right of the accused to have it accepted, and the Court had no right to refuse it. But where straw-bail was foisted into a case, the presumptuous party was generally dealt with as he deserved. And though it was not proper to comment upon any case then before the Court or likely to be during the next term, yet the Judge felt at liberty to say that any person committing perjury in the matter of bail would be handled with severity.

Thanking the gentlemen for the efficient manner in which they had despatched the public business, he discharged them from further attendance.

The Eleventh and Sansom Streets Murder.

Our readers have doubtless not forgot the murder of Patrick, alias John Williams, the young man who was shot in a tavern at Eleventh and Sansom streets on the night of April 6. In the spirit of criminal chivalry he, on his death-bed, refused resolutely to disclose the name of his murderer.

Mr. Shppard and his detective Sharkey have been constantly working at the case ever since, and during the whole month a bill has been before the Grand Jury, and every person, supposed to know anything whatever about it, has been examined, all to no effect. Not only those who testified before the Coroner, but as many more have been examined by the Grand Jury, yet they failed to make out the slightest case, even of suspicion against any one, and among the bills to-day returned was this one ignored. So ends the case.

THE NEW ORLEANS FIREMEN.

Their Doings To-Day—Their Reception in Independence Hall.

The New Orleans firemen, under the charge of the committee of arrangements, are to-day being shown the sights of the city. After breakfast they visited the office of the Chief Engineer, and were next shown the workings of our fire-alarm telegraph. At 11 o'clock they visited Independence Hall, and were received by the Hon. Daniel Dougherty in the following happy and well-timed speech:—

In the name of the Mechanics' Steam Fire Engine Company, in the name of the whole Fire Department, and, I may add, in the name of the people of Philadelphia, I bid you a hearty welcome to Independence Hall. Though you live far, far away, though no old familiar faces greet you, though you are unknown in our streets, yet here on this sacred spot you are no strangers. Every American is at home in Independence Hall. Here on this national ground we cease to be citizens of Louisiana or Pennsylvania; all are fellow-countrymen.

In all your wanderings from the Gulf to the Lakes, from your departure to your return, though you will have travelled eight thousand miles, yet you will have touched no foreign soil, you will have passed no frontier, you will have seen no people with hostile or opposing interests. Wherever you go you will still be within the boundaries of your Government, protected by our laws and sheltered by our flag.

This you owe to the immortal deeds that originated within these four walls. It was here, pledging mutual sacrifices, was signed the bond of brotherhood, sealed by the blood of the Revolution, and which purchased and proclaimed "Liberty throughout the land and to all the inhabitants thereof." It was here that the weak and feeble Colonies were welded into the vigorous and mighty nation. It was here that the representatives of the old Thirteen States met, and to form a more perfect union—to establish justice—ensure domestic tranquility—provide for the common defense—promote the general welfare and secure the blessings of liberty for themselves, and thus posterity did make and ordain the Constitution of the United States.

These priceless blessings we gratefully owe alike to Southern and Northern statesmen and soldiers. It was to preserve these blessings—pardon the allusion—the rights of the States and the sovereignty of the Union—that the woful sacrifices of the recent war were made. But the war, thank God, is over; let us, while cherishing the memory of our departed heroes, strive to bury in their graves our late bitter bloody differences, and like friends, for a time estranged and then reconciled, love each other with an intensity never felt before. Let there henceforth be no bickerings between the North and the South. We know your valor, may you know our worth. Let us all strive by every act, political and personal, to bring back the fraternal feeling that existed between our fathers within these walls.

Members of the Mechanics' Fire Engine Company and the Hope Hook and Ladder Company, your enterprise and liberality in making this long journey to the North extort our admiration, and assure us that while as firemen you would at the first alarm rush to conquer the flames and rescue those in peril, so will you, if the time shall ever need you, join with us in preserving the beautiful temple of the American Union from all incendiaries, be they foes without or traitors within.

And now let us mingle with one another and talk in a less formal way of the associations that cluster around us.

The Captain of the Hope Hook and Ladder Company, No. 6, of New Orleans, Henry Swan, made a short response on behalf of his brethren.

After a thorough examination of the hall, etc., they visited the steeple and then left for the Mint, the Academy of Natural Sciences, and Girard College.

To-morrow they will visit Atlantic City, at the invitation of the Hibernia Engine.

Baltimore Produce Market.

BALTIMORE, July 1.—Cotton dull and nominal, and can be bought for 19½c. Flour dull and less firm; Howard street superfine, $5·50@6·00; do. extra, $6·25@6·50; do family, $7·25@9·00; City Mills superfine, $5·50@6·75; do. extra $6·50@7·75; do. family, $7·25@10·00; Western superfine, $5·50@5·75; do. extra $6·25@6·75; do. family, $6·75@7·25. Wheat unchanged; Maryland amber, $1·55@1·70; Pennsylvania, $1·45@1·47; Western $1·35@1·38; new white, $1·65@1·75. Corn; white firm at $1·18@1·20; yellow dull at $1·05@1·07. Oats dull at 60@64c. Mess pork quiet at $31·00. Bacon quiet; rib sides, 17c; clear do., 17¾c; shoulders, 14c. Hams 23@23½c. Lard quiet at 16¼@17½c. Whisky in fair demand at $1·02@1·03.

SECOND EDITION

LATEST BY TELEGRAPH.

TO-DAY'S CABLE NEWS.

The Earl of Clarendon's Successor.

The Jersey City Fire.

Financial and Commercial

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Earl Granville and the English Foreign Office.

LONDON, July 1.—The *Telegraph*, usually well informed, repeats the assertion that Earl Granville will have the Foreign Office, made vacant by the death of Earl Clarendon, and that Earl Kimberley will succeed to the Secretaryship of State for the Colonial Department, vice Earl Granville.

The "Times" on Cuba.

The *Times* this morning has an editorial article on the Cuban question, wherein it praises the prudence and forbearance shown by the American Government in Cuban affairs, and particularly the judicious resolution expressed in the recent message of President Grant.

The Question of Another American Cable.

A correspondent in the *Times'* city article argues against the policy of a third cable to America, seeing that one cable suffices for all the present business, and as the land lines in America are all committed to the existing companies.

This Morning's Quotations.

LONDON, July 1—11·30 A. M.—Consols opened at 92¾ for money and account. American securities firmer and higher. United States 5-20s of 1862, 90¾; of 1865, old, 90¼; and of 1867, 89⅞; 10-40s, 88½. Stocks steady; Erie, 19¼; Illinois Central, 114; Atlantic and Great Western, 28.

LIVERPOOL, July 1—11·30 A. M.—There is considerable excitement in the cotton market owing to the discovery this morning that the stock in port is 62,000 bales below the estimate and American 70,000 below the estimate. The Cotton Brokers' Circular issued to-day gives the following for the week closing last evening:—Sales of the week, 59,000 bales, of which 6000 were taken for export and 2000 for speculation, leaving to the trade 51,000 bales. Receipts for the week, 31,000 bales, of which 12,000 are American. Total in port, 555,000 bales, 310,000 of which are American. Cotton opens firmer but not higher; middling uplands, 9⅞d.; middling Orleans, 10⅛d. Sales to-day are estimated at 12,000 bales. Western flour, 23s.

LONDON, July 1—11·30 A. M.—Tallow quiet and steady. Linseed oil dull.

This Afternoon's Quotations.

LONDON, July 1—2 P. M.—American securities quiet. United States Five-twenties of 1862, 90⅝; of 1865, 90½; 10-40s, 88¾. Stocks quiet. Illinois, 114½.

LIVERPOOL, July 1—2 P. M.—The stock of Cotton afloat bound to this port is 441,000 bales, of which 110,000 are American.

The receipts of Wheat for the past three days have been 17,500 quarters, of which 15,000 quarters were American. Sales of wheat at 9s. 7d.@9s. 8d. for red winter. Flour quiet. Lard, 71s. Bacon, 48s. 6d. for short-ribbed middles. Tallow, 44s.

FRANKFORT, July 1.—U. S. 5-20s open firm at 96¼@96¾.

PARIS, July 1.—The Bourse opened quiet at 72f. 75c.

ANTWERP, July 1.—Petroleum opened quiet.

HAVRE, July 1.—Cotton opened quiet on the spot and afloat.

FROM WASHINGTON.

The Darien Survey—A More Favorable Account.

Special Despatch to the Evening Telegraph.

WASHINGTON, July 1.—Commander Selfridge reports to the Navy Department that he has completed the survey of the San Blas route for the Darien Interoceanic Canal, as far as the season would permit, on the 11th of June.

[After detailing the operations of the expedition as published in THE TELEGRAPH yesterday, Commander Selfridge continues:]—

He cannot with certainty speak of this route for canal purposes until he obtains the levels of Mr. Kelly's survey. This line, however, is the shortest on the continent—only twenty-six miles of excavation and twelve miles by river, which has a depth of eighteen feet at low tide, and a most magnificent harbor on the Atlantic coast. The whole Atlantic slope on the San Blas route has been thoroughly reconnoitred, and the position of hills and valleys on the route of the line mapped down, excepting the valley of the Carti river, which would take but a few days to finish. The expedition has surveyed and obtained all the necessary information to pronounce upon three different lines of transit across the Isthmus of Darien.

There remain only three other lines to be surveyed to give all the desired information as to the practicability of cutting a canal across this isthmus. These three lines are, first, by the Tuyra and Paya rivers, across to the Cacarica Lake and *via* the Atrato to the Atlantic; second, by the Tuyra river, across the Cordillera and the Tanela rivers, to the Bay of Escondedo, a few miles above the mouth of the Atrato; third, from the mouth of the Axmila, a small river near Cape Tiburon, across to the Tuqueza river, to the Chuqunaqua, and then west to the Gulf of Darien. Commander Selfridge speaks very encouragingly of the success of the expedition, and suggests a continuance of the surveys as soon as the dry season commences, by the same party, as they have gained experience that would take a new party another season to acquire, and the knowledge acquired by the young naval officers, who have become good surveyors, would not then be lost; and also, that there is a large amount of material remaining that could again be made use of but not saleable, and which would become useless by long storage. The survey of the other three remaining routes, conducted upon the same small basis as the past expedition, would require but a small amount. Two vessels, one stationed at the mouth of the Atrata, and another small one in the Tuyra river would meet all the requirements.

Naval Matters.

Captain William E. Leroy, Commander Thomas Pattison, Lieutenant-Commanders Robert F. Bradford and Charles S. Norton, Lieutenant Thomas F. Wade and Captain William H. Macomb, detached from command of the Plymouth, now at New York, have been ordered to appear before the Naval Examining Board of the Navy Department for examination for promotion.

Secretary Robeson has ordered Commander Edwin Simpson, of the Bureau of Ordnance, to proceed to Europe on important special service.

Retired.

Brevet Major-General George Swaine has been placed on the retired list of army officers on account of wounds received and long and faithful service.

FROM NEW ENGLAND.

The Billiard Championship.

SPRINGFIELD, Mass., July 1.—B. F. Dennison beat W. A. Tobin for the golden cue and billiard championship of Massachusetts last night. Score—Dennison, 1200; Tobin, 1014.

Obituary.

PORTLAND, Me., July 1.—Mrs. Ware, wife of the venerable Judge Ware, of this city, dropped dead at her home to-day from heart disease.

FROM NEW JERSEY.

The Jersey City Fire.

NEW YORK, July 1.—A reporter just from the scene furnishing the following of the Jersey City fire:—A two-story frame building, occupying three-fourths of the block on Warren, Morgan, and Bay streets, Jersey city, was destroyed by fire this morning. The building was owned by the Atlantic and Great Western Railway Company, and occupied by H. Leslie as a boiler factory. Cummings & Co.'s car-shop, and J. McMahon's cooperage. Total loss, $62,000.

Cummings & Co. are insured for $5000 in the Royal of Liverpool, $2500 each in the Phœnix of Hartford and Home of New Haven, and $1500 each in the Globe and New Amsterdam of this city. Total, $13,000.

John Conolly and Augustus Cooper, of Engine Company No. 3, have been arrested on the charge of having fired the cooper shops.

FROM NEW YORK.

Canal Boats Lost.

OSWEGO, July 1.—Three canal boats were abandoned in a storm on Lake Ontario last night and anxiety is felt for their crews. A tug has gone in search of them.

Death of a Democratic Politician.

TROY, July 1.—Pomeroy Tucker, for many years editor of the Palmyra *Sentinel*, and a well-known Democratic politician, died to-day, aged sixty-eight. He had represented his district in the Assembly and held other positions of responsibility.

The State Dental Society.

NEW YORK, July 1.—The New York State Dental Society, in session here, have chosen the following officers for the ensuing year:—President, L. W. Roger; Vice-President, C. A. Martin; Secretary, Charles Barnes; Treasurer, A. C. Hawes.

New York Produce Market.

NEW YORK, July 1.—Cotton quiet; sales of 200 bales at 20⅛c. Flour unchanged; sales of 7000 barrels. Wheat active and advanced 1c.; sales of 90,000 bushels No. 2 at $1·20; and winter red at $1·43@1·45. Corn firmer; sales of 58,000 bushels mixed Western at 91@98c. Oats firmer; sales of 20,000 bushels State at 67½@69c., and Western at 60@62c. Beef quiet. Pork heavy; new mess, $29·50. Lard steady. Whisky quiet at $1·01.

FROM MEXICO.

Evacuation of Escampa—Custom House Funds Seized.

SAN FRANCISCO, June 30.—Mexican advices via Colima, May 18, represent the country as prosperous. The crops are unusually good, and mining interests are progressing favorably. General Placido Vega having been deserted by Lozada, was compelled to evacuate Escampa. He was attacked afterwards by the national forces. He had seized the Salvadorian steamer Forward, and sent an expedition against Guymas, the result of which has already been announced. Lozada had seized $180,000 of the Custom House funds, under the pretext that the Federal Government should pay the inhabitants of Acapulco for injury done by the troops from Sinaloa.

FROM THE WEST.

Exaggerated Reports of Drought.

LAWRENCE, Kansas, July 1.—The reports of drought and grasshoppers in Kansas, which have been circulated recently are untrue. There has been enough rain and there is not a grasshopper. The crops throughout the State are in splendid condition, and the wheat is fully up to the average in the quantity of the yield, and the quality excels that of any previous year.

FROM THE PLAINS.

Great Storm in New Mexico.

FORT UNION, New Mexico, July 1.—A terrible storm of hail, wind, and lightning passed over this place yesterday afternoon, and hail-stones as large as walnuts fell for an hour. Parties in from the neighboring counties report the corn crop is destroyed by it.

Weather Reports.

JULY 1, 9 A. M.	*Wind.*	*Weather.*	*Ther.*
Plaister Cove	N. W.	cloudy	59
Halifax	N. E.	do.	57
Portland	N. E.	do.	65
New York	N. E.	clear.	78
Wilmington, Del	N. W.	do.	88
Washington	S. W.	cloudy.	84
Richmond	W.	clear.	84
Charleston	S. S. W.	do.	83
Savannah	S. W.	cloudy.	79
Augusta, Ga	S.	clear.	85
Oswego	N.	do.	62
Buffalo	N. E.	cloudy.	67
Pittsburg	W.	hazy.	82
Chicago	N. E.	cloudy.	72
Louisville	S. W.	do.	89
Mobile	S.	clear.	83
New Orleans	W.	do.	84

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Friday, July 1, 1870.

The money market is remarkably quiet to-day, as is every department of our city trade. Even speculation in stocks has subsided for the present, so that there is a total absence of pressure for cash capital either on business or speculative account. The rates continue to range from 3@4 per cent. on call, and at 5@7 per cent. on prime discounts. To-day, and for several days to come, large amounts will be paid out both in coin and currency in semi-annual interests and dividends, which cannot fail to depress the market by increasing the supply of idle funds.

Gold opened active and strong, with the sales fluctuating between 112⅛@112⅜, closing at noon at 112¼.

Government bonds are in good demand, both for investment and speculation, and the market is again stronger. The 6s of 1881 and the 5-20s of 1865, July, 1887, and 1868 are quoted ex div.

Local stocks were active and strong. In City securities there were sales of the new sixes at 100¾. Sales of Lehigh gold loan at 89½.

Reading was very active and stronger. Sales at 53¾. Camden and Amboy sold at 119¼; Lehigh Valley at 57⅝; and Pennsylvania at 57¾; 29¼ was bid for Philadelphia and Erie, and 37⅝ for Catawissa preferred.

In Canal shares there were no sales, but Schuylkill was in demand at 8; preferred do. at 17¾; and Lehigh at 34¼.

The balance of the list was firm but quiet.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.
FIRST BOARD.

$700 City 6s, N.ls.	100¾	300 sh Read ls.rg&l.	53¾
$600 do	100¾	300 do	53¾
$1000 Pa R Con m bs s5..	97	100 do...b5wn.	53¾
		500 do	53¾
$1000 W Jersey R 7s	96½	18 sh Penna R..ls.	57⅝
35 sh Cam & Am R.	119¼	100 do.......c.	57⅝
11 sh Leh V R	57½	50 do	57⅝
200 sh Read R...ls.	53¾	100 do	57¾
100 do.......c.	53¾	6 do	57¾

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 115@115¼; 5-20s of 1862, 112@112¼; do., 1864, 112@112¼; do., 1865, 112¼@112½; do. do., July, 111½@111¾; do. do., 1867, 111¾@111¾; do. 1868, 111½@111¾; 10-40s, 108¾@109; Pacifics, 113¾@114¼. Gold, 112¼.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third Street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 115@115¼; do., 1862, 112@112¼; do. 1864, 112@112¼; do. 1865, 112@112¼; do. 1865, new, 111@111½; do. 1867, do. 111½@111¾; do. 1868, do., 111¾@111½; 10-40s, 108¾@108¾; U. S. 30 Year 6 per cent. Currency, 113¾@114; Due Comp. Int. Notes, 19; Gold, 112@112¼; Silver, 107@109; Union Pacific R. R. 1st Mort. Bonds, $845@855; Central Pacific R. R., $900@910; Union Pacific Land Grant Bonds, $775@785.

—We are furnished, by the politeness of Hon. James Pollock, Director, with the following statement of the coinage of the U. S. Mint for the month of June, 1870:—

		Value.
Gold deposits		$606,385·41
Silver deposits and purchases		90,921·96
Total deposits		$697,307·37

COINAGE EXECUTED.

Denomination.	*No. of Pieces.*	*Value.*
GOLD.		
Double Eagles	25,890	$517,800·00
Eagles	10	100·00
Half Eagles	10	50·00
Three Dollars	10	30·00
Quarter Eagles	10	25·00
Dollars	10	10·00
Fine Bars	....	23,932·85
Total	25,940	$541,947·85
SILVER.		
Dollars	27,400	$27,400·00
Half-dollars	29,100	14,550·00
Quarter Dollars	100	25·00
Dimes	100	10·00
Half Dimes	120,100	6,005·00
Three-cent Pieces	100	3·00
Fine Bars	....	31,818·78
Total	176,900	$79,811·78
NICKEL.		
Five-cent Pieces	960,000	$48,000·00
Total	960,000	$48,000·00
BRONZE.		
One-cent Pieces	1,250,000	$12,500·00
Total	1,250,000	$12,500·00
RECAPITULATION.		
Gold Coinage	25,940	$518,015·00
Gold Bars	....	23,932·85
Silver Coinage	176,900	47,993·00
Silver Bars	....	31,818·78
Base Coinage	2,210,000	60,500·00
Total No. of Pieces	2,412,840	$682,259·63

Philadelphia Trade Report.

FRIDAY, July 1.—The Flour market is dull, but prices remain without quotable change. There is no demand for shipment, and the home consumers operate with caution, only purchasing a few hundred barrels at $5·00@5·25 for superfine; $5·25@5·50 for extras; $5·75@7 for Iowa, Wisconsin, and Minnesota extra family; $6@7 for Pennsylvania do. do.; $6@6·75 for Ohio do. do.; and $7·50@8·25 for fancy brands, according to quality. Rye Flour may be quoted at $5·25. In Corn Meal nothing doing.

The Wheat market is without improvement. Sales of 1000 bushels Pennsylvania red at $1·45 for prime. Rye is dull at $1 for Western and $1·05@1·08 for Pennsylvania. Corn is inactive at a further decline; sales of 3000 bushels Pennsylvania yellow at $1·06@1·08, and some Western mixed at $1@1·05. Oats are unsettled; sales of Pennsylvania at 60@64c., for heavy and light. In Barley and Malt nothing doing.

In Groceries and Provisions no essential change. 500 tierces pickled hams sold on private terms.

Bark—The last sales of No. 1 Quercitron was at $27 per ton.

Whisky is nominal. We quote Western iron-bound at $1·02.

N. Y. MONEY MARKET YESTERDAY.

From the N. Y. Herald.

"The feature of to-day was the ease and abundance in the money market. Borrowers on prime collaterals were readily accommodated at 3 per cent. Lenders were unable to obtain higher than 4 per cent. on the ordinary collaterals. In the discount market prime double names and short date acceptances are in request at 5½ to 6½ per cent. Capitalists are anxious to employ their funds for the balance of the summer, which season promises to be one of extraordinary ease in money. Between the 1st and 15th of July about $75,000,000 will come on the market from coupons and corporate dividends. Leading authorities in the street prophesy a two per cent. money market until the arrival of the fall demand for funds to move the new cotton and grain crops.

"The strength of the gold market continues to surprise those who had looked for a decline below 110 before the close of the fiscal year (which terminates to-day), especially as the market has been receiving daily a large accession from the Sub-Treasury in the shape of the prepaid interest due July 1. Its rally on the eve of the payment of these instalments of interest is not exceptional in the present instance. It will be remembered it did so last May, and has done so on every occasion of a similar character. The reason lies in the predilection of Wall street to discount the future. The July gold was sold from June 1 by the 'bears,' and, now that the market does not go down on the actual disbursement, they are the first to grow timid and cover their contracts. Were it not for the bears, who sold gold 'short' after the Ketchum-Boyd affair, the price would have declined before this to a figure below 110. Its firmer tone is, moreover, assisted by the strength of the foreign exchanges, the leading bankers refusing to draw at less than specie shipping rates during the interval between the old and new cotton crops. This situation of affairs suggests that the Ketchum-Boyd party would have had a better prospect of success had they begun operations a few months later. Although gold is firmer, it is dull; and while the price may advance a few per cent. in the reaction from the recent decline, particularly as the 'bears' have made it unnaturally scarce by selling more than was legitimately offered to be sold, it presents no speculative attraction, and the operators who buy for large gains find no promise of speedy wealth in its tamer fluctuations as compared with other departments of the street. Moreover, it is very certain that the administration at Washington will not suffer gold to advance very sharply. General Grant and Secretary Boutwell are in accord upon the intention that gold shall present a declining premium at the close of each fiscal year of their term of service. The Assistant Treasurer paid out to-day, on account of the July interest, $1,279,409 59, making a total since Tuesday of $4,967,384."

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(*By Cable.*)

QUEENSTOWN, July 1.—The steamship Scotia, from New York, June 22, for Liverpool, touched at this port at 8 o'clock last evening.

(*By Telegraph.*)

NEW YORK, July 1.—Arrived, steamships Main, from Bremen, and Missouri, from Havana.

Also, steamship Britannia, from Glasgow.

PORT OF PHILADELPHIA..................JULY 1

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.........83 | 11 A. M.........93 | 2 P. M.........94

CLEARED THIS MORNING.

Ship Wallace, Jordan, Antwerp, Workman & Co.
Steamer Ann Eliza, Richards, New York, W. P. Clyde & Co.
St'r Vulcan, Morrison, New York, W. M. Baird & Co.
St'r Comstock, Drake, New York, do.
Bark Isabella, Maner, Bremen, Workman & Co.
Bark Savannah, Scarle, Sombrero, Isaac Hough & Morris.
Bark Sarah A. Dudman, Rogers, Havre, Workman & Co.
Brig George E. Prescott, Buckminster, Boston, Reppiier, Gordon & Co.
Brig W. G. Dearborn, [illegible], Boston, do.
Brig A. H. Edwards, [illegible], Boston, do.
Brig David Collins, Townsend, Boston, do.
Schr Tennessee, Creed, Boston, Lennox & Burgess.
Schr Spartel, Smith, Boston, do.
Schr Ella Amsden, Smith, Salisbury, Mass., Knight & Sons.
Tug G. B. Hutchins, Davis, Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Fairy Queen, Wilson, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer Claymont, Robinson, from Richmond via Norfolk, with mdse. to W. P. Clyde & Co.

Steamer Bristol, Wallace, 24 hours from New York, with mdse. to W. P. Clyde & Co.

Brig J. Bickmore, Henley, 9 days from Cardenas, with sugar to C. & C. M. O'Callaghan—vessel to Warren & Gregg. On the morning of the 28th of May was struck by lightning, and lost maintop.

Brig Scotland, Cook, 10 days from Cardenas, with molasses to E. C. Knight & Co.—vessel to Warren & Gregg.

Brig Emily, Smith, 11 days from Pensacola, with lumber to T. P. Garvin & Co.—vessel to Knight & Sons.

Brig Eudorus, Farr, from Kennebec, with ice to Knickerbocker Ice Co.—vessel to Warren & Gregg.

Schr E. R. Graham, Smith, from Kennebec, with ice to Knickerbocker Ice Co.—vessel to Warren & Gregg.

Schr G. B. Wood, Smith, from Hallowell, with ice to Knickerbocker Ice Co.

Schr S. J. Bright, Shaw, from Boston.
Schr Wintershrub, Bowman, from Millville.
Schr Ann S. Brown, Fish, from Newport.
Schr J. A. Parsons, Young, from Boston.
Schr George H. Bent, Smith, from Boston.
Schr Louisa Frazier, Steelman, from Boston.
Tug Thos. Jefferson, Allen, from Baltimore, tow of barges, W. P. Clyde & Co.
Tug Chesapeake, Merrihew, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE COOLIE QUESTION AND FREE TRADE.

From the N. Y. World.

A city journal recently undertook to show that the Democratic party cannot oppose a great influx of coolie laborers without involving itself in inconsistency. That journal asserts, truly enough, that the Democratic party is a free-trade party; but draws the unwarrantable inference that a free-trade party cannot, without stultifying itself, resist the introduction of cheap labor while it favors the introduction of cheap goods. This is one of those plausible crotchets that explode as soon as the light falls upon them. It is true enough that labor is employed in the production of commodities; but it is not true that cheap labor and cheap commodities always go together.

The free-trade question and the labor question are so distinct that no sophistry can confuse them. The labor question hinges upon the equitable division of the products of labor between employers and employes. Mr. Samson, of North Adams, does not intend to give the community cheaper shoes, but to increase his own profits. Selling shoes at the same price, the less he pays to his coolie workmen, the more he will have left to increase his capital. The tariff and coolie immigration have the same object, namely: to enhance the profits of the manufacturer.

Free trade rests for its defense upon the great fact that the Creator has diversified the globe on which we dwell with an infinite variety of soils, climates, productions, mineral resources, and other capabilities, and that these inequalities between different countries are increased by differences in civilization, and in the capacities, wants, and modes of living of their inhabitants. If both oranges and ice were produced with equal facility in the Island of Cuba and the State of Maine, there could never arise a question of the interchange of these productions between these places, because any differences in the price of labor would be more than cancelled by the cost of transportation. Ice can be produced in the West Indies by processes well known to chemists; oranges can be grown in Maine by hot-house culture; but it would require a hundred times the labor to produce either in such a struggle against climate that is needed to pick the oranges where they are given in perfection by the spontaneous bounty of the tropics, or to cut and ship the ice which the rigor of a Northern winter congeals on the surface of every lake and stream. The cost of transportation is a trifle compared with this difference in the facility of production. The same amount of human labor can deliver a hundred times as much ice in Havana by gathering oranges in the interior of Cuba, as it could do by generating ice with a powerful air-pump; and so, on the other hand, a Yankee could lay down on a Portland dock a hundred times as many barrels of oranges by employing himself in cutting ice, as he could deliver by cultivating oranges in a green-house. The primary question is not a question of the comparative rates of wages in Maine and in Cuba, but between the productiveness of the same amount of labor when employed on the same commodity. Free trade gives to the inhabitants of every country the full advantage of the prodigal bounty of nature in the every other. It enables every region of the globe to procure the peculiar commodities of every other, with only the labor they cost in others plus the transportation. It enriches the human race by increasing the general stock of the products of labor; and as the fruit of abundance is cheapness, it enables every individual who has wages to expend to get the greatest sum of comforts in exchange for them. Free trade, instead of lowering wages, increases their value by cheapening the prices of goods. It is the undisputed purpose of a protective tariff to raise prices for the benefit of the home producer.

Between the introduction of cheap foreign goods and cheap foreign labor, there is this great difference: that the cheap goods benefit the whole mass of buyers who make up the community, whereas the cheap labor benefits only the individuals who employ it so long as the prices of commodities are regulated and kept up by the tariff. The tariff renders labor unproductive by forcing it into unprofitable employments, and taxing the whole body of laborers and consumers to make up the loss. The question between capital and labor relates to the division of products; but as no more can be divided than is produced, capital can get its customary profits in an unproductive employment only by diminishing wages, either directly or by the enhanced cost of living. With free trade our domestic labor would all be engaged in the most profitable employments, increasing the common fund to be apportioned between capitalists and operatives.

The introduction of cheap labor merely to benefit the manufacturing monopolists would be no advantage to the country. Cheap labor in China gives us cheap tea; but if coolies were brought here to cultivate the tea-plant under a high protective tariff, the effect would be to diminish American wages and at the same time augment the cost of living. When the coolies raise tea for us in China we get the full advantage of their cheap labor, and, what is more important, of its employment in a productive occupation. If they should raise tea in this country under a tariff high enough to enable capital to make a profit, the cheapness of their labor would benefit nobody but the employer, and inflict upon the rest of the community the double evil of dear tea and injurious competition for employment. The same reasoning will equally apply to the importation of coolies for any of the protected industries. With free trade we should have the full advantage of the cheap labor of other countries and of its employment under favoring influences of soil and climate. Using it in this way, we should confer a benefit on our own laborers by cheapening the cost of living without reducing their wages, and without raising new jealousies or antagonisms of race, or introducing new complications into our politics by further degrading the suffrage.

THE FUNDING SCHEMES BEFORE CONGRESS.

From the N. Y. Times.

Mr. Schenck has great tenacity of purpose, and it is now to be exercised in behalf of the Funding bill, reported some weeks ago from the Ways and Means Committee. The Senate passed its bill in March. The two measures differ essentially in their scope and design.

The Senate scheme provides for the issue of three classes of bonds, each to the extent of four hundred millions of dollars, bearing respectively five, four and a half, and four per cent. interest, redeemable at periods varying with the interest. The diversity of interest invests this feature of the bill with an experimental character. It indicates a willingness to facilitate funding, but slender faith in its feasibility. For if twenty-forty bonds, at four per cent., are marketable, the issue of four and a half and five per cent. bonds should not be attempted; and, *vice versa*, if only a five per cent. security is likely to find customers, the proposal to issue others is a mistake, because it entails upon the Treasury the discredit inseparable even from an appearance of failure. In another respect the bill is bad. By the organization of foreign agencies it in effect confesses that the sale of bonds must be negotiated in Europe, or not at all. Now, we do not share the opinion of those who affect horror at the idea of foreign indebtedness on account of American securities. The fact undoubtedly tends to aggravate possible financial complications; but, on the other hand, it implies the application of European capital to American development, the profits of which more than counterbalance the risk incurred. Still, the flow of Government bonds towards Europe should be the result of a natural demand—not of an operation that would place this country in the attitude of a power seeking accommodation at the hands of distant money-lenders. Our war loans were all negotiated here; and it would be better to await a fitting opportunity for the floating of the funding loan here, than to confess dependence upon Frankfort, Paris, or London, for the means of improving our financial position.

For the payment of interest and the gradual reduction of the principal, the bill appropriates out of customs receipts $150,000,000 annually, the effect of which would be the application to the purposes of a sinking fund of a sum considerably in excess of that required by the law now in force. We think this increase undesirable. Twenty-five millions yearly applied to a sinking fund, with the constantly growing additions resulting from the operation of that fund, would be amply sufficient for the maintenance of the public credit and the extinction of the debt; and on this basis the annual sum called for on account of the debt would be much less than the sum prescribed by the Senate. If we are to go on reducing the taxes, this tendency to increase expenditures, to hasten the diminution of unmatured indebtedness, cannot be too soon checked.

The bill is further encumbered with provisions which more properly belong to a measure belonging to banking and currency. It might be well to make some specific class of the new bonds the basis of new banking facilities; but details relating to note circulation and gold banking are out of place in a measure which should contemplate only the funding of the bonded debt.

In its simplicity the bill before the House is preferable. It authorizes the issue of a single class of bonds, redeemable after thirty years, and amounting in the aggregate to one thousand millions. The provisions in regard to the issue of the new bonds, and the conversion of outstanding five-twenties, are clear enough. And the system of foreign agencies is very wisely discarded. The debatable question is, whether a four per cent. loan is at present negotiable. The commonplace plea that the United States Government should be able to obtain all the money it needs at rates as low as those paid by the first-class powers of Europe, is obviously untenable. A government can scarcely hope to borrow on much better terms than the most favored of its own people, whose average rate of interest determines, approximately, the rate which the Government must expect to pay. We need hardly say that money is worth much more here than in Germany, France, or England, and if a demand for our securities comes from either of these countries, it is because our investments yield larger returns than are available there upon home investments. For this reason we are not sanguine as to the result of the enactment of the House plan. If the Secretary of the Treasury has more confidence upon this point, let him have a chance of trying what can be done. Failure will not be flattering to the national pride, but success would most assuredly be a great triumph for Mr. Boutwell.

We trust, however, that the section empowering the Secretary to employ Treasury gold at his discretion in the purchase of the present six per cent. bonds will not be sustained. Adequate provision is made for carrying into effect the purposes of the Sinking Fund law—and this should suffice. The public credit requires no more, and no more should be attempted. If, after meeting all requirements, a surplus exists, its legitimate application will be in one of two directions. Either it should be reserved for the further reduction of taxes, or it should swell the accumulation which must begin some time, if specie payment is ever to be resumed, and which, meanwhile, should help the Government to defeat the machinations of the gold gamblers.

Another of the propositions submitted by the Ways and Means Committee is equally objectionable. It virtually converts the Treasury into a bank on a specie basis, allowing it to receive gold on deposit, issuing three per cent certificates, and permitting the Secretary to use seventy-five per cent. of the deposits in the redemption of bonds not yet due. Our financial system is already sufficiently complicated; the Treasury has responsibility and work enough as it is, and the proposal reported by Mr. Schenck would add to those responsibilities and complications risks which are at variance with ordinary notions of financial safety.

CANADIAN INDEPENDENCE AND ANNEXATION.

From the N. Y. Tribune.

It is wonderful how logical the Fenian raid has made our Canadian friends. It is sincerely to be hoped that the result has been as beneficial to the invaders, though we fear not. But it has certainly set the Canadians thinking, and here is one of the conclusions to which they have come after revolving the fishery question in their minds. Canada, as a colony, the English leaders say, has no right to engage in war or to force the Mother Country into war. But having set up as a Dominion for herself, she is told by England that she must protect and defend herself. But suppose, says one pertinent and perhaps rather impertinent querist, Canada in protecting her fishery rights becomes embroiled with the United States, will England fight her battles? "Oh, no," they quote the London *Telegraph* as saying very much as if it were Mr. Lowe talking in the Commons, "fortunately for us we are out of it since the question concerns Canada—practically in these matters an independent power—and the United States, its great neighbor." This is like saying that if the Dominion offends, she must apologize, or if England is forced to defend her, the colony must submit to have the expenses of war charged to her account. And since the cost of war on any account—Alabama claims or fishery question—must fall on Canada, her duplex position as an independent dominion and a dependent colony is not highly agreeable to the people who pay the taxes. Canada feels all the more nervous over this discovery for the reason that she lately gave the United States polite notice that American fishermen cannot fish any longer in Canadian waters, except where the privilege is secured us by definite treaties. She need not tremble. We shall trouble our neighbors.

But Canada will soon see that the only solution to her difficulties is to be found in annexation. To that belief have already come numbers of her property holders and politicians; and the latest development of Canadian politics is the formation of the Union League of Montreal, whose organization has been detailed in our Ottawa correspondence, and whose purpose is to secure first the consolidation of the Dominion, then its independence, and finally its annexation to the United States. The programme is faulty in being a trifle too elaborate. Our Canadian friends still hold the slow notion that it takes a generation or two to effect a revolution of this kind. In this age we destroy institutions, overturn empires, and consolidate nations with the rapidity of earthquake shocks and with far less commotion. Separation from England, which they call independence, is already assured the Canadians; both mother and child assent to this with equal eagerness, and a formal proposition from either party would be gladly accepted by the other. But perfect union there will not be in the New Dominion. It is an unnecessary step toward the annexation which will be so eminently to the advantage of Canada, and the idea of which requires but little agitation to become popular there. There will be independence whenever Canada wishes it, and there will be annexation before consolidation.

SPECIAL NOTICES.

AN IMPORTANT NOTICE. TO ALL WHOM IT MAY CONCERN. The following named persons, if they were on the Bark ARCHIBALD GRACIE, which left San Francisco, California, in 1855, or their next of kin, will find it to their advantage to address or call upon ROBERT S. LEAGUE & COMPANY, No. 135 South SEVENTH Street, Philadelphia. Immediate attention to this is requested, and any one knowing their present whereabouts will oblige by communicating as above.

A. M. Spencer,
Jabez M. Tipton,
G. F. Myers,
Henry Adler,
Lewis Scarce,
Samuel B. Pingrey,
Martin Hart,
William Douglas,
William Chamberlin,
Daniel K. Colby,
Walter Smith,
Samuel B. Wilcox,
William F. Willis,
Henry Lovell,
John Dockendorff,
David Lozen,
J. H. Keller,
William Davis,
William Ferry,
Charles Nodine,
A. S. Young,
Sanford Crocks,

James J. Nichols,
Charles Brown,
Absalom Cryers,
John Baker,
William Roberts,
E. S. Wilson,
G. W. Hopkins & Son,
L. B. Dresser,
William Rafferty,
J. H. Painter,
M. Barnes,
R. J. Black,
R. Blair,
Mark Ferrill,
John Anderson,
John W. Walden,
William Scrloner,
William Callahan,
John B. Jones,
John H. Anxes,
A. H. Whitner.

6 27 t

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE GERMANIA BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO., No 227 South FOURTH Street.

PHILADELPHIA, June 22, 1870.

NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Co., dated May 19, 1869, the Philadelphia and Reading Railroad Co. will pay at their office, No. 227 South FOURTH st., Philadelphia, on and after the 19th day of JULY, 1870, a dividend of $1·50 per share, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Co., as they shall stand registered on the books of the said East Pennsylvania Railroad Co. on the 1st day of July, 1870.

All orders for dividends must be witnessed and stamped.

S BRADFORD,
Treasurer.

Note.—The transfer books of the East Pennsylvania Railroad Co. will be closed on July 1 and reopened on July 11, 1870.

HENRY C. JONES,
6 22 1m Treasurer East Pennsylvania Railroad Co.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE WEST END BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870.

DIVIDEND NOTICE.

The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20.

A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.

All orders for dividends must be witnessed and stamped.

6 29 1m S. BRADFORD, Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE PETROLEUM BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five (5) hundred thousand dollars.

OFFICE OF THE SCHUYLKILL NAVIGATION COMPANY, No. 417 WALNUT Street.

PHILADELPHIA, June 25, 1870.

NOTICE.—The Loanholders of the Schuylkill Navigation Company who have not yet signed the agreement for the extension of their loans—requisite as a preliminary to the execution of the proposed lease of this company's works to the Philadelphia and Reading Railroad Company—are respectfully requested to call at this office and sign such agreement at their earliest convenience.

By order of the Managers.

6 25 6t F. FRALEY, President.

OFFICE OF THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

PHILADELPHIA, June 20, 1870.

The Board of Directors have this day declared a semi-annual dividend of ONE DOLLAR AND FIFTY CENTS per share from the earnings of the road for the last six months, clear of all taxes, payable on and after the first day of July, at the office of the Company, No. 1011 South BROAD street.

Transfer books will close on the 25th inst, and be opened on July 2.

6 21 27 1t D. BOYER BROWN, Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE QUAKER CITY BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT.

PHILADELPHIA, Pa., May 3, 1870.

NOTICE TO STOCKHOLDERS.

The Board of Directors have this day declared a semi-annual Dividend of FIVE PER CENT. on the Capital Stock of the Company, clear of National and State Taxes, payable in cash on and after May 30, 1870.

Blank Powers of Attorney for collecting Dividends can be had at the Office of the Company, No. 238 South Third street.

The Office will be opened at 8 A. M. and closed at 3 P. M. from May 30 to June 3, for the payment of Dividends, and after that date from 9 A. M. to 3 P. M.

THOMAS T. FIRTH,
5 4 60t Treasurer.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE HAMILTON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philadelphia.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world. Harmless, reliable, instantaneous, does not contain lead, nor any *vitalic* poison to produce paralysis or death. Avoid the vaunted and delusive preparations boasting virtues they do not possess. The genuine W. A. Batchelor's Hair Dye has had thirty years untarnished reputation to uphold its integrity as the only Perfect Hair Dye—Black or Brown. Sold by all Druggists. Applied at No. 16 BOND Street, New York. 4 27mwf§

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE GERMANTOWN BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

A TOILET NECESSITY.—AFTER nearly thirty years' experience, it is now generally admitted that MURRAY & LANMAN'S FLORIDA WATER is the most refreshing and agreeable of all toilet perfumes. It is entirely different from Cologne Water, and should never be confounded with it; the perfume of the Cologne disappearing in a few moments after its application, whilst that of the Florida Water lasts for many days. 3 1§

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26§

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
2§ FIFTH and WALNUT Streets.

WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 3'3 BROADWAY,
New York.

CITY ORDINANCES.

AN ORDINANCE To make an Appropriation for the Erection of a new School Building on Cherry street, east of Eleventh street, and for the extension of the Northwest Grammar School Building.

Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the sum of thirty thousand dollars be and the same is hereby appropriated for the purpose of erecting a new school building on the south side of Cherry street, east of Eleventh street, in the Tenth ward, and for the enlargement and repair of the Northwest Grammar School building: Provided that the plans and specifications for the said new school building shall be first approved by the Committee on Schools of Councils, and the contract for the erection of the same shall be awarded to the lowest bidder, at least two weeks' public notice, by advertisement in not less than two newspapers, having been previously given, inviting proposals for the erection thereof. The said proposals to be opened in the presence of the Committee on Schools and of such bidders as may choose to be present. Every bidder to have previously filed a bond with the City Solicitor that he will comply with his bid if accepted, pursuant to ordinance approved May 25, 1860, entitled "An ordinance relating to proposals for work and materials;" and the contract therefor shall also be approved by Councils. The said sum hereby appropriated shall be taken out of the loan for school purposes created by ordinance approved May 18, 1870

And the warrants therefor shall be drawn by the Controllers of Public Schools, in conformity with existing ordinances.

R. J. C. WALKER,
Peesident *pro tem.* of Common Council.

Attest—
BENJAMIN H. HAINES,
Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this thirtieth day of June, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX,
7 1 1t Mayor of Philadelphia.

AN ORDINANCE To Pay the Claim of William McLaughlin.

Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the sum of one hundred dollars be and the same is hereby appropriated for the purpose of paying William McLaughlin for loss of horse; the said sum to be accepted by him in full settlement of all claims against the city. The warrant therefor to be drawn by the City Solicitor in accordance with existing ordinances.

LOUIS WAGNER,
President of Common Council.

Attest—
BENJAMIN H. HAINES,
Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this ——— day of June, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

7 1 1t Mayor of Philadelphia.

OFFICE OF THE CLERKS OF COUNCILS.

PHILADELPHIA, June 30, 1870.

We do hereby certify that the foregoing ordinance, entitled "An ordinance to pay the claim of William McLaughlin," was presented to the Mayor on the 11th day of June, Anno Domini eighteen hundred and seventy (A. D. 1870), and was not returned to the Council in which said bill originated within fifteen days after it had been presented to him; wherefore, agreeably to the provisions of the act of Assembly approved February 2, 1854, entitled "A further supplement to an act to incorporate the City of Philadelphia," it has become a law in full force and virtue in like manner as if he had signed it.

Attest—
JOHN ECKSTEIN,
Clerk of Common Council.

Attest—
BENJAMIN H. HAINES,
7 1 1t Clerk of Select Council.

RESOLUTION Placing Chauncey Street on the Plan of the City.

Resolved, By the Select and Common Councils of the City of Philadelphia, That Chauncey street, running between Girard avenue and Stiles street, and between Eighteenth street and Ridge avenue, in the Twentieth ward of the city of Philadelphia, be forthwith placed upon the city plan, in order that water may be introduced therein as speedily as possible, as the tenants on said street are now suffering for the same.

R. J. C. WALKER,
President *pro tem.* of Common Council.

Attest—
ROBERT BETHELL,
Assistant Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this thirtieth day of June, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX,
7 1 1t Mayor of Philadelphia.

CITY ORDINANCES.

RESOLUTION To Lay Water Pipe on Pierce Street and Other Streets.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Engineer of the Water Department be and is hereby authorized to lay water pipe on the following streets:—

Pierce street, from Seventh westward, a distance of three hundred and twenty-five feet.

Anthony street, from Seventh to Eighth street, First ward.

Twenty-fifth street, from Brown to Hare street, in the Fifteenth ward.

Keyser street, in the Eighteenth ward.

Leithgow street, from Norris to Hackley street.

Huntingdon street, from Front street to Kensington avenue, Nineteenth ward.

Nicholas street, from Nineteenth to Twentieth street.

Nineteenth street, from Oxford street to Montgomery avenue.

Chauncey street, from Girard avenue to Stiles street; and on Croskey street, from Columbia avenue to Montgomery avenue, in the Twentieth ward.

Thirty-seventh street, from Darby road to Sycamore street, Twenty-fourth and Twenty-seventh wards.

Tenth and Eleventh streets, from Tioga to Ontario street.

Ontario street, from Tenth to Eleventh street.

C street, Rose street, and Ormes street, from Somerset to Cambria, and on Somerset street from C to Ormes street, in the Twenty-fifth ward.

Twenty fourth street, from Washington avenue to Federal street.

Manton street, from Eighteenth to Nineteenth street, Twenty-sixth ward.

Elm street, from Thirty-fourth to Thirty-sixth street, and Sycamore street, from Thirty-fifth to Thirty-seventh street, in the Twenty-fourth ward; on Tioga street, from Seventeenth to Broad street, in the Twenty-eighth ward; on Bainbridge street, from Penn to Swanson street, in the Fourth ward; also to relay a six-inch pipe on Swanson street, from South to Almond street.

R. J. C. WALKER,
President *pro tem.* of Common Council.

Attest—
ROBERT BETHELL,
Assistant Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this thirtieth day of June, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX,
7 1 1t Mayor of Philadelphia.

AN ORDINANCE To Authorize the Purchase of a lot of Ground in the Second Ward, and to Make an Appropriation therefor.

Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the City Solicitor be and he is hereby authorized to examine the title to all that lot of ground situate on the north side of Carpenter street, west of Ninth street, extending through to Hall street, in the Second ward of the city of Philadelphia, containing in front on Carpenter and Hall streets respectively ninety-six feet, and in depth on the west line thereof one hundred and sixteen feet three inches, and on the east line thereof one hundred and thirty-two feet five inches, belonging to the estate of James Rush, deceased; and if he approve of the same, that he cause a conveyance of said lot of ground to be made to the city of Philadelphia in fee, the consideration therefor to be the price or sum of eleven thousand two hundred dollars.

Section 2. That the sum of eleven thousand two hundred dollars be and the same is hereby appropriated for the purchase of the said lot of ground, to be taken out of the loan for school purposes, created by ordinance approved May 18, 1870; and the warrants therefor shall be drawn by the Controllers of Public Schools, in conformity with existing ordinances.

R. J. C. WALKER,
President *pro tem.* of Common Council.

Attest—
ROBERT BETHELL,
Assistant Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this thirtieth day of June, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX,
7 1 1t Mayor of Philadelphia.

AN ORDINANCE To authorize the erection of a new School Building in the Twenty-second Ward.

Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the sum of twenty thousand dollars be and the same is hereby appropriated for the purpose of erecting a new school-building in Allen's lane, in the Twenty-second ward, the said sum to be taken out of the loan for school purposes created by ordinance approved May 18, 1870; provided, that the plans and specifications therefor shall be first approved by the Committee on Schools of Councils, and the contract or contracts therefor, and the sureties of the contractor or contractors, shall be approved by Councils. And the warrants shall be drawn by the Board of Controllers of Public Schools, in conformity with existing ordinances.

R. J. C. WALKER,
President *pro tem.* of Common Council.

Attest—
ROBERT BETHELL,
Assistant Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this thirtieth day of June, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX,
7 1 1t Mayor of Philadelphia.

WINDOW FASTENER.

THE UNRIVALLED NEVER-FAILING, SELF-LOCKING WINDOW FAST.—The best, most complete, perfect, and durable article for securing windows—either with or without weights—that has ever been offered to the public. Designed for the use of dwellings, stores, factories, steamboats, street and steam railway cars; securely locks the windows in any desired position, and can easily be applied to old and new windows.

Manufactured by the Boston and Meriden Manufacturing Company, No. 512 COMMERCE Street, and sold by all the principal Hardware houses in the city. 6 16fmw 1m

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.,
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 5 28 2p§

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies,
No. 146 North SECOND Street,
Philadelphia.

SHIPPING.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.

PRICE OF PASSAGE
in gold (including wine),
TO BREST OR HAVRE,
First Cabin..............$140 | Second Cabin............$85
TO PARIS,
(Including railway tickets, furnished on board),
First Cabin..............$145 | Second Cabin............$85

These steamers do not carry steerage passengers.

Medical attendance free of charge.

American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.

For passage in Philadelphia apply at Adams Express Company, to
H. L. LEAF,
1 27§ No. 320 CHESNUT Street.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,
No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia
ROPE AT LOWEST BOSTON AND NEW PRICES. 4 1

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

SHIPPING.

LORILLARD'S STEAMSHIP LINE
FOR
NEW YORK
are now receiving freight at
5 cents per 100 pounds,
2 cents per foot, or 1-2 cent per gallon, ship option.
INSURANCE ⅛ OF 1 PER CENT.

Extra rates on small packages iron, metals, etc.

No receipt or bill of lading signed for less than 50 cents.

The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

For further particulars apply to
JOHN F. OHL,
1 28§ PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The YAZOO will sail for New Orleans direct, on Thursday, June —, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana on ——— June

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos, and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah on Saturday, July 2, at 8 A. M.

The WYOMING will sail from Savannah on Saturday, July 2.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Saturday, July 2, at 6 P. M. Returning, will leave Wilmington Saturday, July 9th.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
6 1§ No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—

ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.

JULY, 1870.
Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch.

Rates as low as by any other route.

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

FOR LIVERPOOL AND QUEENSTOWN.—Inman line of Mail Steamers are appointed to sail as follows:—

Etna, via Halifax, Tuesday, June 28, 1 P. M.
City of Paris, Saturday, July 2, 8 A. M.
City of Brooklyn, Saturday, July 9, 1 P. M.
City of Baltimore, via Halifax, Tuesday, July 12, 1 P. M.

And each succeeding Saturday and alternate Tuesday from Pier 45, North River.

RATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.

Payable in Gold.		Payable in Currency.	
FIRST CABIN	$100	STEERAGE	$30
To London	105	To London	40
To Paris	115	To Paris	47

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.

FIRST CABIN. Payable in Gold.		STEERAGE. Payable in Currency.	
Liverpool	$80	Liverpool	$30
Halifax	20	Halifax	15
St. John's, N. F., by Branch Steamer	45	St. John's, N. F., by Branch Steamer	30

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further particulars apply at the Company's Offices
JOHN G. DALE, Agent,
No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1§

FOR NEW YORK, via Delaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & Co., Agents,
No. 12 South DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4§

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES,

Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commissions.

Freights taken on accommodating terms.

Apply to
WILLIAM M. BAIRD & CO., Agents,
5 4 No. 132 South DELAWARE Avenue.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11§

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores.

NEWS SUMMARY.

City Affairs.

—In pursuance of a call for a mass meeting to be held under the auspices of the Broad Street Improvement League, a number of citizens assembled at the Academy of Music last night for the purpose of favoring the proposed improvement of Broad street by the repaving of that street, so as to render it a thoroughfare that should be a "promenade for the citizen; a parade ground for our gallant military and self-sacrificing firemen, and a general gala resort for the million." The meeting was not as large a one as we have seen in the house, but was, nevertheless, very enthusiastic, and from the frequent applause seemed to be thoroughly in favor of the change proposed.

Speeches were made and resolutions on the subject were adopted.

—In response to a cordial invitation signed by a number of influential and public-spirited citizens, the commanding officer of the New York Seventh Regiment has sent the following acceptance:—

Headquarters Seventh Regiment N. G., S. N. Y., New York, June 21, 1870.—Gentlemen:—I have the honor to acknowledge the receipt by this regiment of an invitation from citizens of Philadelphia to visit that city, and to inform you that its officers and members have with great unanimity authorized me to accept the same. The 14th day of July has been named as the date of the proposed visit. I beg leave also to state that this regiment appreciates the high compliment implied in this invitation from so many distinguished citizens and well-known representatives of the great commercial and financial interests of the city of Philadelphia, and that its officers and members are profoundly grateful for the honor thereby conferred. Pleasant recollections of the hospitality of the citizens of Philadelphia to this regiment as it passed through that city, when called into the service of the United States in 1861, 1862, and 1863, are sacredly cherished by many of its present members, and all anticipate great pleasure from this the first official visit of the regiment to the City of Brotherly Love. That it may prove mutually agreeable and satisfactory, and serve to strengthen the bonds of union and friendship between the young men of the two great cities of our country, is the earnest wish and hope of

Yours truly, Emmons Clark,
Col. Commanding 7th Regt. N. G., S. N. Y.

—Notwithstanding the extreme heat yesterday afternoon, the firemen in Philadelphia turned out in great strength to receive and escort the Mechanic Fire Company, No. 6, and Hope Hook and Ladder Company, No. 3, of New Orleans. The visiting companies reached the depot in West Philadelphia from New York, shortly before 5 o'clock P. M., and were received by the Committee on Reception, and marched to the house of the Columbia Engine Company, No. 16, Market street, above Thirty-fourth, where a collation was prepared, and ample preparations made for the visitors to refresh themselves before joining the parade.

—The Philadelphia Tract and Missionary Society has distributed during June, through its six missionaries and eight hundred visitors and superintendents in the First district, north of Market street, 32,950 English tracts, 6612 German tracts and 35 French tracts, making a total of 39,597. In the Second district, south of Market and east of Broad streets, it has distributed 24,200 English tracts, 1500 German tracts and a number of French tracts, making a total of 25,822. In the Third district, west of Broad street, 10,500 English and 475 German tracts have been distributed. In the Fourth district, west of the Schuylkill, 2850 English and 162 German tracts were distributed. The grand total of tracts distributed for the month is as follows:—English tracts, 70,500; German, 8771; French, 135, or 79,506 in all.

—The Central Presbytery met yesterday and adjourned until October.

Domestic Affairs.

—Gold closed yesterday at 111¾.

—At Madison, Wis., yesterday, the thermometer registered 100 degrees.

—Hon. D. W. Voorhees has been renominated for Congress from Indiana.

—The rejection of the San Domingo treaty, it is said, does not dispose of the Samana Bay project.

—A mass meeting of workingmen was held in New York last evening to protest against the introduction of Chinese labor.

—While the United States Circuit Court at Madison, Wis., was in session yesterday a telegram was received from Washington announcing that the old District Court was no more. The Court was at a loss to understand the situation.

—In the U. S. Senate yesterday, after the close of our report, the Tax-Tariff bill was taken up and the duty on steel railway bars was reduced to 1¼ cent per pound, and on railway bars made partly of steel to 1 cent. Other amendments were adopted, an evening session being held.

In the House a bill was reported making Jersey City a port of entry. The Cape Cod Ship Canal bill was also reported. The point being raised that it made an appropriation, it was ordered that it first be considered in Committee of the Whole. A conference report was agreed to on the bill defining the duties of pension agents. Mr. Butler, of Tenn., reported from the Election Committee in the case of Zeigler vs. Rice, of Kentucky, that Rice, the sitting member, is disqualified, causing a vacancy, and that Zeigler be allowed the expenses of his contest. The Funding bill was taken up. Pending its consideration the House adjourned.

Foreign Affairs.

—Heavy cotton frauds have been discovered at Bombay.

—Prevost-Paradol left Paris last evening, on his way to this country.

—Pius IX is opposed to cutting short the discussion on the infallibility dogma.

—There is strong opposition in London to the Anglo-French commercial treaty.

—Saldanha invites Lisbon merchants to devise a method of restoring the prosperity of Portugal.

—Cardinals Cullen and Bonnechose are said to have become supporters of the infallibility dogma.

—Isabella's abdication is regarded as making the candidature of the Prince of Asturias for the Spanish crown possible.

—Henry Vizetelly, a wood engraver and an artist of some reputation, the projector of more than one London illustrated paper, was drowned at Margate yesterday.

—The Paris correspondent of the *Pall Mall Gazette* says that M. Emile de Girardin is disposing of the *Liberte*, and that M. Lesseps and the Duke d'Albufera are to be the purchasers, and that one of the conditions of the sale is that the present editor is to be a Senator.

—The Paris *Temps* published a short time ago an account of an accident which had occurred to some members of a choral society near Vevey, Switzerland, by which some twenty persons were said to have been drowned. That journal now states that it had been made the victim of a hoax, as no such event had happened.

CITY COUNCILS.

Both branches of the legislative department held their regular stated meeting yesterday.

Select Branch.—President Cattell in the chair.

A communication was received from the Olympic Base Ball Club, asking for the re-lease of their ground. Referred.

Also, a communication from the stockholders of Philadelphia and Erie Railroad, relative to a modification of the lease of the highway of that road to the Pennsylvania Railroad. Referred to the Committee on Railroads.

Mr. Shoemaker presented a communication asking for the appointment of a conference committee in regard to the opening of Fifteenth street through Monument cemetery. Referred.

Mr. Jones submitted a resolution of request to the Mayor, to return the bill making appropriations to the Roxborough Water-works, that it may be amended.

The rules were then suspended, and Common Council bills considered, as follows:

One appropriating $1,300,000, to pay interest on the funded debt of the city July 1, 1870. Concurred in.

Appropriating $130,500, to pay the funded debt of the city maturing to-day. Concurred in.

A resolution requesting an investigation relative to the discrimination in freight by the Pennsylvania Railroad against Philadelphia and in favor of New York. Referred.

Permitting the National Telegraph Company to erect poles in certain streets. Postponed for one week.

To pay $5060 for the opening of Cadwalader street. Concurred in.

Changing the place of voting in the Sixth division of the Twenty-sixth ward. Concurred in.

To create a loan for the further extension of Fairmount Park, appropriating $2,000,000. Concurred in.

For the grading of Sycamore street. Concurred in.

Requesting the heads of departments to furnish estimates of expenses for the coming year. Concurred in.

To authorize the opening of Master street. Concurred in.

Providing for an assistant surveyor. Concurred in.

The bill appropriating $147,000 for the extension of the water-works was received from the Mayor, and amended by adding "to be reimbursed out of a loan when created." It then passed.

An ordinance creating the Twelfth division of the Twenty-second ward was concurred in; one fixing the closing hours of the offices of city departments, from July 7 to September, was concurred in.

Mr. Smith, on leave, introduced an ordinance appropriating $70,000 for extending the insane department of the Blockley almshouse.

After some discussion it passed.

The consideration of bills from Common Council was then resumed.

The ordinance appropriating $500,000 for a house of correction was concurred in; the bill relative to municipal contracts was concurred in.

The regular order of business was resumed.

Mr. W. F. Smith, from the Committee on Boiler Inspection, reported a resolution giving the chief inspector of steam boilers authority to issue inspection certificates of insurance similar to those by the Hartford Insurance Company. Passed.

The bills to authorize the purchase of schoolhouse lots in the Twenty-fourth ward, were laid over for one week.

Mr. George A. Smith introduced a resolution permitting property owners on Third street, below New, to lay wooden pavements at their own expense. Passed.

Mr. William F. Smith introduced a resolution allowing Messrs. Massey & Co. to lay the Rocca pavement in front of their property, Tenth and Filbert. Referred.

Bills from Common Council were then considered. One changing the place of voting in the Second division of the Twelfth ward. Creating five new election divisions in the Nineteenth ward; concurred in. Leasing the Filbert street (Schuylkill) wharf to the Philadelphia Gas Company for seven years, at $1500 per annum; concurred in. Relative to the celebration of the Fourth of July; lost.

Mr. W. F. Smith, by permission, introduced a bill making an appropriation for alterations in the office of the Board of Health. Passed.

A bill from Common Council for the extension of Lancaster avenue was concurred in.

Adjourned.

Common Branch.—This branch met at the usual hour, President Louis Wagner in the chair.

A number of communications were received and appropriately referred.

Petitions for gas lamps, water pipe and opening of streets were presented and referred.

Mr. Martin presented a petition from the Citizens' Association, relative to the condition of the streets. Referred to Committee on Law.

Mr. Allison presented an ordinance, making an appropriation of $500,000 for the erection of a house of correction. Agreed to.

Mr. Hall presented a communication from Wm. B. Hanna, resigning his seat in Common Council.

The resignation was accepted.

Mr. Hetzell presented a resolution requesting the trustees of the City Gas Works to submit estimates for keeping the gas lamps burning all night. Agreed to.

Mr. Logan presented a resolution to grant him permission to place the old independence bell in front of the State House on the fourth of July and to ring it at noon; he to pay all the expenses. Agreed to.

Mr. S. Miller presented a resolution to pay for the construction of a sewer on Master east of Thirty-first street. Agreed to.

Mr. Bardsley, of the Committee on Finance, presented a resolution authorizing certain transfers in the appropriation to the Law Department for 1870. Agreed to.

Also an ordinance making an appropriation of $5,292 76 to pay for stationery, &c., for the courts. Agreed to.

Also, an ordinance authorizing the Guardian of the Poor to make alterations in the office on Seventh street, and to make an appropriation of $650 to pay for the same. Agreed to.

Also, an ordinance making an appropriation of $20,381 44, to defray expenses incurred by the Board of Health, for removing cases of relapsing fever from the city; also to pay for stationery, &c., for the Supreme Court, and for other purposes. Agreed to.

Also, an ordinance to make a special appropriation of $150, to pay James J. Reynolds & Son for extra work on the Wyoming Grammar school. Agreed to.

Mr. S. Miller, of the Committee on Highways, presented a resolution for the grading of Bockius, Dauphin and other streets. Agreed to.

Also, one to pave Venango and other streets. Agreed to.

Also, one authorizing the opening of Lancaster avenue from Thirty-third street to Fifty-second street. Agreed to.

Also, one for the tramwaying of Briar place, in the Eighth ward. Agreed to.

Mr. H. Huhn, of the Committee on Police, presented an ordinance granting John Stringer permission to erect a frame building on Stonehouse land, below Second street. Agreed to.

Also, an ordinance granting permission to Thos. P. Miller to erect a wooden awning at the southeast corner of Thirty-ninth and Walnut streets. Agreed to.

Also, an ordinance granting Messrs. Baugh & Sons permission to erect a wooden building in the First ward. Postponed.

Mr. Hanna, of the Committee on Trusts and Fire, presented an ordinance making the annual appropriation to the various companies. Agreed to.

Mr. Glenn, of the Committee on Port Wardens, presented an ordinance leasing Filbert street wharf, Schuylkill, to the Philadelphia Gas Trust. Agreed to.

Mr. W. F. Miller, of the Committee on Election Divisions, presented an ordinance rearranging the boundary lines of the election divisions of the Eighth ward, and creating three new divisions. Agreed to.

Also, one to change the boundary lines of the election divisions of the Nineteenth ward, and creating five new divisions. Agreed to.

Also, one to change the place of voting in the Second division of the Twelfth ward.

Select Council bills were then taken up as follows:

An ordinance making an appropriation of $147,000 for the extension of the Water-works, with an amendment. Concurred in.

Mr. Rice presented an ordinance making an appropriation of $4500 to pay for the original gold Washington medal, which was presented to Washington by Congress, on March 25, 1776. Referred to Committee on Finance.

Select Council bills were taken up as follows:

One changing the place of voting in the Sixth division of the Twenty-sixth ward. Agreed to.

One relative to municipal contracts. Agreed to.

One repealing an ordinance to lay improved pavement on Callowhill street. Agreed to.

One authorizing the paving of a portion of Third street with wooden pavement. Agreed to.

One relative to steam boilers. Pending the vote the Chamber adjourned.

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. 84 Also, WOOL SACKS.

UMBRELLAS—CHEAPEST IN THE CITY. DIXON'S, No. 21 S. EIGHTH Street. 10 18 mthl

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

Sun Rises	4·32	Moon Sets	9·47
Sun Sets	7·35	High Water	3·36

PHILADELPHIA BOARD OF TRADE.

Thomas G. Hood,
Chris. J. Hoffman,
Thomas C. Hand,
} Committee of the Month.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Britannia	Glasgow	New York	June 15
Bremen	Bremen	New York	June 16
C. of Baltimore	Liverpool	New York via H.	June 18
Aleppo	Liverpool	New York	June 21
Batavia	Liverpool	New York v. B.	June 21
Main	Southampton	New York	June 21
W'n Metropolis	Bremen	New York	June 22
Holland	Liverpool	New York	June 22
Nevada	Liverpool	New York	June 22
Caledonia	Glasgow	New York	June 22
FOR EUROPE.			
Pennsylvania	New York	Liverpool	July 2
Paraguay	New York	London	July 2
Donau	New York	Bremen	July 2
C. of Paris	New York	Liverpool	July 2
Columbia	New York	Glasgow	July 2
Idaho	New York	Liverpool	July 6
Denmark	New York	Liverpool	July 6
Caledonia	New York	Glasgow	July 6
New York	New York	Bremen	July 7
Helvetia	New York	Liverpool	July 9
Europa	New York	Glasgow	July 9
Periere	New York	Havre	July 9
C. of Brooklyn	New York	Liverpool	July 9
C. of Baltimore	New York	Liverpool via H.	July 12
COASTWISE, DOMESTIC, ETC.			
Prometheus	Philadelphia	Charleston	July 1
Tonawanda	Philadelphia	Savannah	July 2
Pioneer	Philadelphia	Wilmington	July 2
Cuba	Baltimore	Havana via K. W.	July 2
Alaska	New York	Aspinwall	July 6

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Prometheus, Gray, Charleston, Souder & Adams.

Steamship Fanita, Freeman, New York, John F. Ohl.

Steamer F. Franklin, Pierson, Baltimore, A. Groves, Jr.

Schr J. F. Carver, Norwood, Boston, Lennox & Burgess.

Schr H. J. Holway, Thompson, Boston, Warren & Gregg.

Schr M. D. Cranmer, Horner, Charlestown, Weld, Nagle & Co.

ARRIVED YESTERDAY.

Ship Lancaster, Jackson, 50 days from Liverpool, with mdse. to Penrose, Massey & Co.

Steamer Rattlesnake, Winnett, 48 hours from Providence, in ballast to J. S. Hilles. Reports two ships and two barks below the Ledge.

Steamer Novelty, Shaw, 24 hours from New York, with mdse. to W. M. Baird & Co.

Schr Mary Ella, Thomas, 4 days from Providence, in ballast to Knight & Sons.

Schr Victoria, Bound, 4 days from Wicomico, Md., with wood to Wm. T. Conquest.

Schr Cambridge, Biggs, 2 days from Sassafras River, Md., with grain to Christian & Co.

Schr Train Ackworth, Wheatley, 3 days from Wicomico, Md., with wood to Wm. T. Conquest.

☞ Schr E. S. Potter, arrived on Wednesday from Charleston, is consigned to C. Haslam & Co.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

New York Office, June 30.—Twelve barges leave in tow to-night, for Baltimore, light.

Baltimore Branch Office, June 30.—The following barges leave in tow to-night, eastward:—

G. R. Purritt, Otranto, J. L. Kirkpatrick, R. Adams, Myrtle, Dorsey, Charles McCaffrey, S. A. Tanner, and Camilla, all with coal for New York. L. S. C.

Special Despatch to The Evening Telegraph.

Havre-de-Grace, July 1.—The following boats left this morning in tow:—

Ellie and Lulie, Samuel Crist, and William and Harry, with lumber to Patterson & Lippincott.

D. P. Finsler, with lumber to Zell & Lear.

S. S. Seiler, with lumber to Dodge & Co.

George Hobson, with lumber to D. Trump & Son.

Dodge Mills, with lumber to Nicholson & Dickson.

Woolverton and Tinsman, with lumber to R. Woolverton.

J. P. Packer, with lumber to Taylor & Betts.

Harry and Julie, with lumber, for Salem.

Edward North, with lumber, for Chester.

Coal and Iron Co. No. 35 and Sally and Annie, with coal, for Wilmington.

(*By Telegraph.*)

Lewes, Del., June 30.—Went to sea to-day, bark Agostin, for Ivigtut.

In the harbor, one brig and six schooners.

Wind S. E. Thermometer, 94.

PORT OF PHILADELPHIA.

Foreign and coastwise arrivals for the month of June, 1870, compared with the same period in 1869:—

	1870.			1869.		
	For.	Coast.	Total.	For.	Coast.	Tot.
Ships	5	..	5	3	..	3
Steamships	1	..	1	2	..	2
Barks	20	..	20	26	..	26
Brigs	38	8	46	41	4	45
Schooners	23	646	669	24	588	612
Sloops	..	345	345	..	435	435
Steamers	..	330	330	..	532	532
Barges	..	445	445	..	451	451
Boats	..	417	417	..	1335	1335
Total	87	3191	3278	96	3345	3441

MEMORANDA.

Ship Saranak, Dunlevy, was up at Mobile 25th ult. for Liverpool.

Steamer Yazoo, Catharine, hence, at New Orleans 25th ult.

Steamer Whirlwind, Sherman, hence, at Providence 28th ult.

Steamer City of Merida, from Vera Cruz, arrived at New York yesterday.

Steamer Ariadne, Eldridge, cleared at Galveston 23d ult. for New York.

Steamer J. S. Green, Pace, hence, at Richmond 28th ult.

Br. steamer Samana, Martyn, cleared at Boston 29th ult. for Liverpool via New York.

N. G. steamer Hemannia, Barends, from Hamburg June 15 and Havre 18th, with 688 passengers, at New York 29th ult.

N. G. steamer Smidt, Schwerz, from New York, at Bremen 24th ult.

Br. steamer England, Webster, from New York 18th, at Queenstown 29th ult., and proceeded for Liverpool.

Br. steamer City of Baltimore, Delamotte, at Halifax 8 P. M. 28th ult. from Liverpool, and proceeded 1 P. M. 29th for Boston and New York.

Br. steamer Tarifa, Murphy, cleared at New York yesterday for Liverpool.

Steamer Henry Wright, Follett, from New Orleans for Philadelphia, at Charleston yesterday.

Steamtugs General Poe, Nash, and Commodore Fenton, hence via Norfolk and Wilmington, N. C., at Charleston 29th ult.

Bark Waldo, Cressy, for Philadelphia, was loading at London 16th ult.

Bark Deborah Pennell, Reed, for Philadelphia, cleared at Portland 29th ult.

N. G. bark Richard, Crepin, for Philadelphia, cleared at Boston 29th ult.

Schr Lily, Calhoun, for Philadelphia, cleared at New York 29th ult.

Schr Abbott Devereux, Rich, hence, at New Orleans 24th ult.

Schr Mabel H. Irons, Irons, hence, at Providence 28th ult.

Schr Billow, Gross, hence for Portsmouth, at Edgartown 27th ult.

Schr Hope, Miles, hence, at Norfolk 28th ult.

Schr Alexander Milliken, Griffin, hence, at Boston 29th ult.

Schr Charm, Studley, for Philadelphia, cleared at Boston 29th ult.

Schr P. A. Saunders, Steelman, for Philadelphia, sailed from Newburyport 28th ult.

Schr Emily H. Naylor, Naylor, and Elvie Davis, Hand, from Boston for Philadelphia, at Holmes' Hole A. M. 27th ult.

Schr Henry Harteau, Jones, from Portland, Conn., for Philadelphia, at New York 29th ult.

Schrs J. Truman, Gibbs, for New Bedford, and Pennsylvania, for Bridgeport, both from Philadelphia, at New York 29th ult.

Schrs Ella F. Crowell, Howes, hence for Wellfleet, sailed from Holmes' Hole P. M. 27th ult.

MISCELLANY.

The owners of the steamer Tennessee have received information from the captain that she will be a total loss. The vessel and cargo were fully insured. The passengers were saved.

Schr Varuna, ashore on Joe Flogger, proved about a total loss. Some of the sails and rigging were saved, but the expenses equalled the value of the property saved. The hull stove in.

Ship Therese, at New York from Liverpool, reports:—May 12 in a gale of wind shipped a heavy sea, carrying away hatchhouse, ventilators, everything movable about decks, breaking in skylight and companion-way, filling cabin with water, and damaging a large quantity of stores; 22d, carried away foretopgallant yard.

Br. ship St. Lawrence, loading at New Orleans for Havre, and having over 2000 bales cotton and other cargo on board, took fire on Wednesday last and was pumped full of water. The vessel and cargo will be saved in a damaged condition.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES

On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES

On goods by river, canal, lake and land carriage all parts of the Union.

FIRE INSURANCES

Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$200,000	United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000	United States Six Per Cent. Loan (lawful money)	107,750·00
50,000	United States Six Per Cent. Loan, 1881	60,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	213,950·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000	State of New Jersey Six Per Cent. Loan	102,000·00
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
25,000	Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Cent. Loan	15,000·00
7,000	State of Tennessee Six Per Cent. Loan	4,270·00
12,500	Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000	North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
246,900	Loans on Bond and Mortgage, first liens on City Properties	246,900·00

$1,231,400 Par. Market value, $1,255,270·0
Cost, $1,215,622·27.

Real Estate	36,000·00
Bills Receivable for Insurances made	323,700·75
Balances due at Agencies:—Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,097·95
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
Cash in Bank $168,318·88 Cash in Drawer 972·26	169,291·14
	$1,852,100·04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvain,
Hugh Craig,	H. Frank Robinson,
John D. Taylor,	J. B. Semple, Pittsburg,
George W. Bernadou	A. B. Berger, Pittsburg,
William C. Houston,	D. T. Morgan, Pittsburg

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JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL Assistant Secretary. 1 1

HOMESTEAD

LIFE INSURANCE COMPANY.

Policies Issued on all the Ordinary Plans,

AT LOW RATES OF PREMIUM,

With full participation in the Profits.

All Policies Non-Forfeitable.

Ful Cash Surrender Indorsed on Each Policy

NO RESTRICTIONS AS TO TRAVEL OR RESIDENCE.

The form of policy adopted is a plain and simple contract, precise and definite in its terms, and free from ambiguous conditions and restrictions.

Special attention is called to the

HOMESTEAD PLAN

this Company, offering the

COMBINED ADVANTAGES OF THE

Building Association

AND OF

Life Insurance.

Every Policy Holder Secures a House of His Own.

Descriptive Pamphlets, with Rates, furnished on application to the Company.

OFFICE,

N. W. corner Seventh and Chesnut Sts.

PHILADELPHIA.

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LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.

D. HAYES AGNEW, M. D., Medical Director. WILLIAM L. HIRST Counsel.

DIRECTORS.

Wm. M. Seyfert,	Wm. B. Reaney,
Laurence Myers,	Edward Samuel,
J. M. Myers,	H. P. Muirheid,
Wm. S. McManus,	Clayton McMichael.

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1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '70, $2,825,731'67

CAPITAL	$400,000·00
ACCRUED SURPLUS AND PREMIUMS	2,425,731·67

INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. 2 19
THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION.

INCORPORATED MARCH 27, 1820.

OFFICE,

NO. 34 NORTH FIFTH STREET

INSURE

BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,

From Loss by Fire (in the City of Philadelphia only).

ASSETS, JANUARY 1, 1870, $1,572,732·25.

TRUSTEES.

WM. H. HAMILTON,	CHARLES P. BOWER,
JOHN CARROW,	JESSE LIGHTFOOT,
GEORGE I. YOUNG,	ROBT. SHOEMAKER,
JOS. R. LYNDALL,	PETER ARMBRUSTER,
LEVI P. COATS,	M. H. DICKINSON,
SAMUEL SPARHAWK,	PETER WILLIAMSON,

JOSEPH E. SCHELL.

WM. H. HAMILTON, President.

SAMUEL SPARHAWK, Vice-President,

WILLIAM T. BUTLER Secretary.

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INSURANCE.

INSURANCE COMPANY NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, '69.	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,122,846
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	247,620
Loans on Collateral Security	32,558
Notes Receivable, mostly Marine Premiums	321,944
Accrued Interest	20,357
Premiums in course of transmission	85,198
Unsettled Marine Premiums	100,900
Real Estate, Office of Company Philadelphia	30,000
	$2,783,581

DIRECTORS.

Arthur G.	Francis R. Cope,
Samuel W. Jones	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	Louis C. Madeira,
S. Morris Wain,	Charles W. Cushman,
John Mason,	Clement A. Griscom,
George L. Harrison,	William Brockie.

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 3 4

ASBURY

LIFE INSURANCE CO.

NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.

PENNSYLVANIA STATE AGENCY,

JAMES M. LONGACRE, Manager.
H. C. WOOD, JR., M. D., Medical Examiner.
Office, 302 WALNUT St., Philadelphia.
REV. S. POWERS, Special Agent.
JAMES M. LONGACRE, General Agent,
5 23 mwf1y No. 302 WALNUT Street, Philadelphia

FAME INSURANCE COMPANY

No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.

CAPITAL $200,000.

FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 23

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.

No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J Gillingham Fell,
John Devereux,	Daniel Haddock, Jr.,

Franklin A. Comly.
DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.

Office S. W. cor. FOURTH and WALNUT Streets.

FIRE INSURANCE EXCLUSIVELY.

PERPETUAL AND TERM POLICIES ISSUED.

CASH Capital (paid up in full)	$200,000·00
CASH Assets, Jan. 1, 1870	524,365·10

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Nalbro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
Ben T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John H. Brown,	James M. Aertsen.

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THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

IMPERIAL FIRE INSURANCE CO.,

LONDON.

ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds,

$8,000,000 IN GOLD.

PREVOST & HERRING, Agents,
45 No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST CHAS. P. HERRING

FURNITURE, ETC.

HOVER'S

Celebrated Patent Sofa Bedstead

Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

H. F. HOVER,
5 24 tuf6m No. 230 South SECOND Street, Philada

RICHMOND & CO.,

FIRST-CLASS

FURNITURE WAREROOMS

No. 45 SOUTH SECOND STREET,

EAST SIDE, ABOVE CHESNUT,

6 11 PHILADELPHIA

FURNITURE

Selling at Cost,

No. 1019 MARKET Street.

4 18 3m G. R. NORTH.

THE FINE ARTS.

LOOKING-GLASSES,

Every Novelty in style, at very low prices.

OIL PAINTINGS,
ENGRAVINGS,
CHROMOS, ETC. ETC.

A large selection.

PICTURE FRAMES, a prominent Department, revised very low prices.

RUSTIC FRAMES, EASELS, PORCELAINS.

ROGERS' GROUPS, Sole Agency.

GALLERY OF PAINTINGS, free to the public.

JAMES S. EARLE & SONS,
No. 816 CHESNUT STREET,
13 PHILADELPHIA

AMUSEMENTS.

DUPREZ & BENEDICT'S OPERA HOUSE, SEVENTH Street, below Arch.
THIS (Wednesday) EVENING, June 29,
and until further notice,
THE INFANT SAPPHO
and
MISS LELIA ELLIS,
the successful young Prima Donna.
The most legitimate success known.
Sappho matinee Saturday, July 2, at 2. 6 29 4t

PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1205 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 6 3m

VALER'S (LATE MILLER'S) WINTER GARDEN, Nos. 720, 722, 724, and 726 VINE Street. THE GRAND ORCHESTRION, formerly the property of the GRAND DUKE OF BADEN, purchased at great expense by JACOB VALER, of this city, in combination with FLAMER'S ORCHESTRA and Miss NELLIE ANDERSON, will perform EVERY AFTERNOON and EVENING at the above-mentioned place.
Admission free. 1 12

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'

Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,

PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 5 22 4m

GROCERIES, ETC.

JUST RECEIVED,

NEW SMOKED

AND

SPICED SALMON.

ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7 Corner ELEVENTH and VINE Streets.

HAIR CURLERS.

THE HYPERION

HAIR CURLERS,

AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1867.)

This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by

McMILLAN & CO.,

5 23 6m No 63 North FRONT Street, Philadelphia.

Sold at all Dry Goods, Trimming and Notion Stores.

GOVERNMENT SALES.

SALE OF NAVY VESSELS.

Navy Department,
Bureau of Construction and Repair,
Washington, D. C., June 25, 1870.

The Navy Department will offer for sale at public auction, at the United States Navy Yard, BROOKLYN, on SATURDAY, the 16th day of July, 1870, at 12 o'clock M., the live oak frame, copper-fastened screw steamer

SEMINOLE,

of 800 tons, old measurement.

Also, at the United States Navy Yard, WASHINGTON, on WEDNESDAY, the 13th day of July, 1870, at 12 o'clock M., the steam tug

PRIMROSE,

of 94 tons.

The vessels and their inventories can be examined at any time, on application to the Commandants of the respective yards. One-half of the whole amount of the purchase money of each vessel must be deposited at the time of adjudication, and the vessel must be removed from the Navy Yard within two (2) weeks from the day of sale.

The Government reserves the right to withdraw the vessels from sale for any purchaser who will pay the appraised value, with an increase of ten (10) per centum thereto. 6 25 stuth 9t

FOR SALE.—THE STEAMSHIP VIRGIN AT public auction at Washington Navy Yard, WEDNESDAY, July 13, at 12 o'clock M. Will be sold at public auction, at the Navy Yard, Washington, D. C., on Wednesday, the 13th July next, at 12 M., the staunch and fast iron side-wheel steamship Virgin, built on the Clyde, 1864.

Length, 220 feet; breadth, 25 feet; depth, 12 feet; carries about four hundred (400) tons, measurement goods; has two oscillating engines, 48x60, in good order; revolving buckets on wheels, and two tubular boilers, built of ⅜ iron, in fair order. The boilers were subjected to a hydrostatic pressure of 45 lbs. previous to the vessel leaving New York for Washington, last January, and found to be strong and tight. Draft of water, loaded, 8 feet. The anchors, chains, boats, and all material on board will be sold with the vessel. Terms—One-fourth cash on day of sale, and remainder on removal of vessel from the navy yard.

The vessel can be examined at any time during the day.

E. C. BANFIELD,
6 13 mth9t Solicitor of the Treasury.

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM

SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE.

PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO.,
11 9 No. 706 CHESNUT Street.

ROOFING.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon the best and cheapest in the market.

W. A. WELTON,
2 17 No. 711 N. NINTH Street above Coates.

INSTRUCTION.

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 10. French is the language of the family, and is constantly spoken in the institute.
6 15 wfm 6m L. D'HERVILLY, Principal.

H. Y. LAUDERBACH'S CLASSICAL, SCIENTIFIC, AND COMMERCIAL ACADEMY, ASSEMBLY BUILDING, No. 108 South TENTH Street.—A Primary, Elementary, and Finishing School. Circulars at Mr. Warburton's, No. 430 Chesnut street. 8 30 tf

STOVES, RANGES, ETC.

EDGAR L. THOMSON,
Successor to Sharpe & Thomson,
IRON FOUNDER.
STOVES, TINNED, ENAMELLED, and HEAVY HOLLOW WARE.
OFFICE, No. 209 N. SECOND Street.
FOUNDRY, South SECOND and MIFFLIN Streets, Philadelphia. 1 27 wfm6t

SOAP.

MAKE YOUR OWN SOAP

One pound of Crampton's Imperial Laundry Soap will make twelve quarts of handsome SOFT SOAP.

ASK YOUR GROCER FOR IT, AND TRY IT.

KOONS & RUOFF, Agents,
No. 202 N. DELAWARE Avenue. 6 1 1m

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

FRIDAY, JULY 1, 1870.

THE REJECTION OF THE SAN DOMINGO TREATY.

The fate of the San Domingo treaty was definitely settled yesterday, by its rejection in the Senate, the vote standing 28 in favor and 28 against it. This result was due to the disclosures recently made which rendered it a most certain that the proposition to annex San Domingo to the United States was a gigantic job by which a ring of speculators hoped to get rich, while the occupation and government of the island might probably cost us many times what it was worth. If the rejection of this treaty, however, means that we are to abandon the partial foothold we have obtained, it can scarcely be considered as other than unfortunate, and the anxiety of the President to secure a favorable consideration for the scheme of annexation arose from the fact that he appreciates keenly how important it is that we should obtain a commanding position in the Gulf of Mexico.

So far as mere territory is concerned, we have quite as much, if not more, than we want; but if any one will examine the map of the United States, it will be seen at a glance that there are at least three points of strategic importance that we ought to be able to command in such a manner that it will be impossible for our foreign neighbors to annoy us as they certainly can do now. These points are the mouth of the St. Lawrence river, the entrance to the Gulf of Mexico, and Puget Sound. The first would necessitate the annexation of that part of Lower Canada to the south of the St. Lawrence; the second the acquisition of San Domingo, Cuba, or some other large West India Island; and to command Puget Sound we should have possession of Vancouver's Island, which we very foolishly allowed the British to bully us out of at the time of the "fifty-four-forty or fight" controversy. We think that the energies of American statesmen ought to be earnestly and energetically directed to the acquisition of the territory necessary for us to command the positions named, and although our necessities are not so pressing that we are under any obligations to make forcible demonstrations at the present time, yet the fact that certain great national objects are to be gained should never be lost sight of, and no opportunities be allowed to pass by unimproved for rounding off the corners of our dominions in the manner suggested. San Domingo would answer admirably for a West Indian station, and we ought to get possession of it if we can do so without being swindled to an unlimited extent. It is now proposed to adopt the same course that was pursued in the case of Texas, and to pass a joint resolution of both houses of Congress admitting San Domingo to the Union. How this will operate to defeat the calculations of the "ring" we are not prepared to say, but it is apparently a preferable way of definitely settling the question. During the Rebellion the absolute necessity of a West Indian station was conclusively demonstrated. We have in that neighborhood no port except Key West, which is practically worthless as a military or naval station; and however much we may object to the conduct of the agents employed to negotiate the treaty with San Domingo, the desire of the President to secure for it a favorable consideration by the Senate was inspired by sound statesmanship, and it will be a matter for regret if by a combination of unfortunate circumstances the prize is allowed to slip through our fingers.

GENERAL WM. B. THOMAS ON THE WAR-PATH.

He would be a rare and very remarkable man who could for any considerable length of time represent an American constituency in the lower house at Washington without making a mistake, or giving some just ground for complaint. This would be especially the case if the Representative had brains, application, and powers of debate constituting him a leader. To a party man whose voice is never heard in general debate, and whose influence is never felt in giving shape to great and important party or national questions, the road at Washington is not a difficult one to travel. Especially if his name comes on the roll well down, say among the O's and N's, he can without much effort of mind follow the votes of his party friends who precede him in answering yea and nay. But, as before remarked, it is somewhat difficult for a leader, be he ever so honest and able, so always to act and vote as not to embarrass great vital interests and at the same time not array against him special interests, maybe in his own district. These observations are made in view of the charges preferred against Judge Kelley by General William B. Thomas, at a late meeting called in his interest by some *disinterested patriots* in the Fourth district. After wading through the numerous counts of the indictment, we cannot but express our astonishment that in so long, conspicuous, and eventful a political career Judge Kelley should have given his enemies so little ground upon which to rest charges. It should be a source of congratulation to himself and friends that after so many eventful years of public service, in the midst of the most important epoch in our history, an indictment should contain literally nothing but that which, if honestly viewed and dispassionately discussed, must redound to his honor and credit. There is one count in the indictment brought by General Thomas that is unworthy any Pennsylvanian, and is a low appeal that can only be valuable to Thomas in proportion as the people of the Fourth district are intelligent or ignorant.

We allude to his charge that Judge Kelley voted against the repeal of the duty upon imported coal. Does General Thomas count so much upon the ignorance of the people as to believe that they are not aware that one of the great sources of wealth possessed by our State is her vast coal-fields?—and he should know that the Pennsylvanian who would be traitor enough to oppose this great interest would be an unworthy and dishonored representative.

It may be pertinent in this connection to allude briefly to the vast extent and value of our anthracite coal-fields alone, which underlie four hundred and seventy square miles within the limits of the Commonwealth, and are the only deposits of anthracite on the continent. In the working of these vast coal-fields there is employed in direct mining capital, and in canals and railroads constructed almost exclusively as a means for transporting coal, over $150,000,000. Over two hundred firms and incorporated companies are engaged in mining, and the product last year was over 16,000,000 tons.

If General Thomas can urge no stronger claim to public confidence and support than the promise to assist in destroying one of the most important interests of the Commonwealth, he will find in October next that he has counted too much on clap-trap and deplorably underestimated the intelligence of our people. Judge Kelley is recognized in all sections of the Union as one of the most able supporters of the great industries of our country, and the most fearless and uncompromising enemy of British free trade. It would have been a most laughable commentary upon his constituency if, as the champion of American protection, he should have voted against protection of American coal, especially as that interest was in his own State.

Such inconsistency may suit General Thomas, or be overlooked by small ward politicians, but would be unpardonable in a gentleman occupying the position that Judge Kelley does. The Judge's most bitter enemies are the consistent opponents of a protective system, and it was to be hoped that no Pennsylvanian, and certainly no aspirant for Congressional honors, would have the temerity to assault him for consistent labor, vigilance, and devotion to the great industrial interests of our State.

An English View of the Fenian Fiasco.—The *Pall Mall Gazette* makes the following comments on the late Fenian fiasco:—

It was not unreasonable at this distance for the British public to be thrown into an unpleasant state of nervousness at the first threatening of Fenian invasion, and the hysterical laugh which followed the collapse of the enterprise was a natural result of the completeness and suddenness of the relief. The press has but faithfully echoed the average feeling in its different phases—fear of the invaders, surprise at their weakness, amusement over their discomfiture. But now that we have once more got to our normal condition, it would be well to look back coolly and ask ourselves whether we have really to thank our own good luck, or the valor of the Canadians, or the inherent silliness of the Fenians, so entirely as has been supposed for the utter failure of the attempt on the Dominion. General Lindsay's speech will, to a good many people, seem to be decisive, and the prowess of the colonial volunteers, which he praises, the direct solution; but we regret to differ wholly from that authority, and fear that, if his utterance be rightly reported, the worthy general has been speaking more under the influence of the sentiment known as "buncombe" than is quite right or wise. Is it likely, or even possible, that a soldier like O'Neill, who has seen hard service under such a first-rate commander as Sherman, would have risked his name in an enterprise which had within it no conceivable element of success? Were the 2000 filibusters, of whom his actual force consisted, all the strength upon which the invasion of Canada was to be based? Those who have studied the American papers for the last three years, and learnt how widely the Fenian organization is spread, will probably hold a very different opinion. O'Neill must have known how insufficient for any effective purpose were the means actually in hand; but he probably regarded his immediate following as a mere advance guard, which thousands of Saxon-hating Irishmen from the Western cities would have pressed on to join, had the newspapers been able to report, as on the former occasion, a success over the first Canadians encountered. The repulse, however slight, of a chance body of volunteers would again have been magnified by the papers into a "glorious victory over the British," and been followed by a general rush to the border of all those who had hitherto contented themselves with talking or subscribing in the Fenian interest. That this calculation was over-sanguine is very possible; but in making it the American Government was necessarily considered as remaining neutral, and it is in this matter that the Fenian programme was utterly mistaken, and the project founded upon impossible conditions. That proclamation of President Grant, that movement of Meade's detachments to the frontier which General Lindsay somewhat rashly pronounces "of no use," completely severed the marauders from the widespread support on which they reckoned, and left them opposed, without help or hope, to the gathering militia of the Dominion. From the hour that Grant spoke out the policy of his Government the Fenian invasion became an isolated raid of a few desperadoes; and it is because we feel that under a different guidance the Washington Cabinet might have fanned the spark O'Neill kindled into a serious flame that we are bound to protest against the declarations of those who, because the danger disappeared more suddenly than was hoped, ignore the prompt friendliness of conduct which effectually prevented its ever becoming serious.

Prussian Honor.—An English paper says:—A strange story, which we certainly cannot bring ourselves to believe, comes to us through a correspondent who has every title to our confidence. It relates to a duel at Berlin. A ballet-dancer of the name of R——, belonging to the Royal Opera of Berlin, had got into a quarrel with the Graf von S——, an officer in the Royal Guard, and had insulted his adversary in the presence of several of the officers of the Guard. But the officer was much too fine a gentleman to fight a man so much beneath him in social standing as a ballet-dancer. A duel, if it can be so called, was accordingly agreed on, by the terms of which the first of the two opponents who was seen without a glove on his left hand was to kill himself. It may easily be imagined that for several days neither Count von S—— nor R—— took off their left-hand gloves either by night or day. At last the unfortunate R—— having gone out for a walk with a young lady to whom he was engaged to be married, his companion teased him so much about his obstinacy in keeping his glove on that in a fatal moment he bared his hand. Just then Count von S—— passed, accompanied by two friends, and immediately called their attention to the fact that R—— had forfeited his life. The same evening the unfortunate dancer shot himself through the heart, in accordance with the conditions agreed upon.

COPARTNERSHIP.

The Changes that Take Place in Business Firms of this City after To-day.

Yesterday many of our business firms ceased to exist as such, in others changes in the firm have taken place, and new firms have been formed whose existence dates with to-day.

Already the following announcements have been made:—

The firm of Rex, Higgins & Co. has been dissolved, and the business will be continued by the firm of Higgins, Cobb & Co.

The firm of Rickey, Sharp & Co. has gone out of existence.

William Lancaster has been associated with his brother Thomas A. Lancaster, and the firm hereafter will be known as T. A. Lancaster & Brother.

Bowen & Abbot have dissolved by mutual consent.

The firm of Keyser & Brothers will hereafter be known as Keyser & Brown.

Henry R. Ayres retires from the firm of Lippincott, Son & Co., auctioneers.

Bohn & Kretchmar, liquor dealers, have ceased to exist as a firm.

Daniel Strouse has been admitted into the firm of Louer, Strouse & Co.

The copartnership of Fries, Malseed & Hawkins will be continued.

Nickerson & Moseley have dissolved, and the business will be conducted by Moseley, Metzger & Co.

Samuel H. Sterett retires from the firm of Gardner, Brewer & Co.

The business of Tyndale, Mitchell & Wolf will be conducted by Tyndale, Mitchell & Co., Mr. Wolf having died and Harold Tyndale assuming his interest.

Brenniser & Atkins cease to exist, and a new copartnership has been made under the style of Brenniser, Atkins & Musselman.

William M. Parham has been admitted to the firm of Osterhout, Blessing & Co., and the firm will hereafter be known as Parham, Osterhout & Blessing.

Waterman, Son & Cope has been changed to Waterman, Fox & Cope.

The firm of R. M. Robinson & Co. will be continued.

Levering & Morris have dissolved, and Richmond & Co. have done the same thing.

Henry H. Ingham and William T. Totten have been admitted to the firm of John H. Krause & Co.

John O. Hughes and Robert Patterson have entered into copartnership under the style of Hughes & Patterson.

James English retires from the firm of T. C. Hollingsworth & Co.

Thomas H. McCollin retires from the firm of John M. Sharpless & Co.

George J. B. Garvie has been admitted to the firm of B. Crawley & Co.

John T. Bailey has associated with him Christopher Bailey and Frank Cascaden, and the firm will be known as John T. Bailey & Co.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

☞ OUR LIST
OF
SUMMER SPECIALTIES.

THIN SUITS.
Ready-Made or to Order
of
Linen, Duck, Alpaca,
Mohairs, Serges, Tweed,
Flannels, Drap d'Ete,
Etc. Etc.

TOURISTS' GOODS.
Travelling Suits,
Dusters of all kinds,
Valises, Valises,
Furnishing Goods,
Etc. Etc.

SEA-SIDE WEAR.
Bathing Robes
for
Ladies, Gents and Children,
Sea-side Overcoats,
Fishing Jackets,
Etc. Etc.

SUMMER CLOTHES
For Youths and Boys.
Linen Jackets and Pants,
Boys' Dusters,
Marseilles and Duck Vests
Thin Goods generally,

AT
THE FINEST CLOTHING ESTABLISHMENT,
Nos. 818 and 820 CHESNUT Street.

JOHN
WANAMAKER.

☞ PROCLAMATION OF THE MAYOR.

OFFICE OF THE MAYOR
OF THE CITY OF PHILADELPHIA,
July 1, 1860.

NOTICE is hereby given that the police force have been instructed to rigidly enforce the ordinance prohibiting the firing of crackers, squibs, chasers, rockets, and other fireworks, and the firing off of guns, pistols, and other firearms on the coming 4th instant.

Parents, guardians, and others, the heads of families, are earnestly requested to co-operate with the officers in this respect, so that the good order and quiet of the city may be maintained, and casualty by fire in a great measure avoided.

By order of the Mayor.
ST. CLAIR A. MULHOLLAND,
7 1 2t Chief of Police.

☞ STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
No. 1006 CHESNUT STREET. [4 15tf4p

☞ A SPECIAL MEETING OF THE MEMbers of the COMMERCIAL EXCHANGE ASSOCIATION will be held at their Rooms, No. 421 WALNUT Street, on SATURDAY, July 2, 1870, at 12 o'clock M., to consider and take final action upon the question of accepting and approving an act of Assembly passed April 29, A. D. 1870, entitled "A further supplement to an act entitled 'An act to incorporate the Corn Exchange of Philadelphia, approved twenty-second of January, one thousand eight hundred and sixty-three,'" confirming the By-laws adopted by the said corporation, now known by the name of the Commercial Exchange of Philadelphia.

NATHAN BROOKE, President.
WASHINGTON J. JACKSON, Secretary.
June 14, 1870. 6 21 18t

☞ A PUBLIC MEETING WILL BE HELD AT the "MARINERS' BETHEL," FRONT Street, below Christian, on FRIDAY EVENING, July 1, 1870, to organize a Temperance Meeting on the "Washingtonian" plan. All persons favorable to such a movement are respectfully invited to attend, and hear the plans of the Society, Constitution and By-laws, etc.

6 28 4t CHARLES BENTRICK, Secretary.

☞ OFFICE OF EAST MAHANOY RAILROAD COMPANY, 225 South FOURTH Street, Philadelphia.

A Dividend of THREE PER CENT. has been declared upon the Capital Stock of this company, payable in Cash on and after July 15th.

JOHN WELCH,
7 1 12t Treasurer.

☞ SUSQUEHANNA CANAL COMPANY, Office, No. 417 WALNUT Street.

PHILADELPHIA, June 30, 1870.

Notice is hereby given to the holders of the Susquehanna Preferred Bonds and the Tide Water Canal Priority Bonds, that the interest thereon falling due to-morrow, will be paid at the office of this Company on presentation of the Coupons for the same.

6 30 3t ROBERT D. BROWN, Treasurer.

☞ THE LEHIGH VALLEY RAILROAD COMPANY have declared a quarterly Dividend of TWO AND A HALF PER CENT., payable at the Office, No. 303 WALNUT Street (up stairs), on and after Friday, July 15, 1870.

6 29 wfm9t L. CHAMBERLAIN, Treasurer.

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 5 31 tf 4p

SPECIAL NOTICES.

☞ SUSQUEHANNA CANAL COMPANY, Office No. 417 WALNUT Street, Philadelphia, June 30, 1870.

Notice is hereby given to the holders of the Common Coupon Bonds of this Company, that the interest thereon falling due to-morrow, will be paid at the FIRST NATIONAL BANK on presentation of the coupons for the same, numbered 35.

6 30 3t ROBERT D. BROWN, Treasurer.

CLOTHING.

The Pleasure of the New Clothes.

We take a pleasant sort of a pride
In going to hunt, or fish, or ride,
Or taking a summer day's repose
In the lightest and thinnest and best of clothes,
Spending with pleasure
Our summer leisure
In clothes "to measure"
FROM GREAT BROWN HALL,
They're all we're wishin'
For going a fishing';
Beyond competition
Is GREAT BROWN HALL.

Excellent variety of
Excellent styles of
Excellent Summer Clothing.

Clothing for long journeys,
Clothing for summer jaunts,
Clothing for horseback rides,
Clothing for the sea shore,
Clothing for the mountains,
Clothing for railroad pilgrimages,
Clothing for steamboat voyages,
Clothing for staying at home.

All these sorts of clothing, and every other desirable sort that ever was made, for any purposes whatsoever,

Now on Exhibition and Sale
AT THE
GREAT BROWN HALL
OF
ROCKHILL & WILSON
603 and 605 CHESNUT STREET.

IMPROVE THE OPPORTUNITY.

An entire suit of Clothing (coat, pants, and vest) can be bought for $6·00 at EXCELSIOR HALL, S. E. corner SECOND and MARKET Streets, Philadelphia.

Our $6 00 Suits
Our $6 00 Suits
Our $6·00 Suits
Eclipse all others
Eclipse all others
Eclipse all others

For elegance
For elegance
For elegance
EDWARDS & LAWRENCE.
And cheapness.
And cheapness.
And cheapness.

Note.—Notwithstanding the immense business we have done this spring, we still have thousands of dollars' worth of READY-MADE CLOTHING, ranging from the above figures up to the finest fabrics, which we are selling off at REDUCED PRICES.

EDWARDS & LAWRENCE,
EXCELSIOR CLOTHING HALL.
S. E. corner SECOND and MARKET Streets,
6 30 5t Philadelphia.

WESTON & BROTHER,
TAILORS,
S W. Corner NINTH and ARCH Sts.
PHILADELPHIA.

A full assortment of the most approved styles for
SPRING AND SUMMER WEAR,
NOW IN STORE.
A SUPERIOR GARMENT AT A REASONABLE PRICE. 4 1 3mrp

CHARLES STOKES,
No. 824 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO, [6 27tf
FINE READY-MADE CLOTHING.

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & Co., New York. | DREXEL, HARJES & Co., Paris. [3 1

THE
Lehigh Valley Railroad Company
Will, until August 1 next, pay off at
Par and Accrued interest,

Any of their FIRST MORTGAGE BONDS, due in 1873, on presentation at their Office, No. 303 WALNUT Street.

L. CHAMBERLAIN,
TREASURER.
June 23, 1870. 6 27 1m4p

WASHING MACHINES.

FIFTEEN HUNDRED SOLD AND THE DEMAND INCREASING.

Fifteen hundred sold and the demand increasing.
Fifteen hundred sold and the demand increasing.

THE GREAT
KING WASHER.

Fifteen hundred sold within four months.
THE BEST, CHEAPEST, MOST DURABLE AND ECONOMICAL WASHING MACHINE.
GENERAL AGENTS,
J. H. COYLE & CO.,
Wooden Ware Dealers,
No. 516 MARKET STREET,
5 5 thstu3mrp PHILADELPHIA.

HOTELS.

COLONNADE HOTEL.
FIFTEENTH AND CHESNUT STS.,

ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

HATS AND CAPS.

WARBURTON'S IMPROVED VENTIlated and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street next door to the Post Office rp§

EXCURSIONS.

CAMDEN AND AMBOY
AND
PHILADELPHIA AND TRENTON
RAILROADS.

Fourth of July Excursion for
New York.

Excursion Tickets, $4 for the Round Trip,

Will be sold from Philadelphia for all trains of 2d, 3d and 4th JULY,

Good to return from New York July 4, 5 and 6, by any of the trains except New York and Washington Through Lines.

W. H. GATZMER,
7 1 2t AGENT.

NORTH PENNSYLVANIA RAILROAD.

FOURTH OF JULY EXCURSIONS.

Excursion Tickets will be issued by this Company from Philadelphia on July 2, 3, and 4, to BETHLEHEM, DOYLESTOWN, QUAKERTOWN, SELLERSVILLE, EASTON, ALLENTOWN, and MAUCH CHUNK, good to return until July 6 inclusive. Also to WILLIAMSPORT, WILKESBARRE, and SCRANTON, good to return for two weeks.

See time table in another column.

ELLIS CLARK,
6 30 4t AGENT.

FOURTH OF JULY
AT THE
SEA SHORE,
VIA
CAMDEN AND ATLANTIC RAIL ROAD TO ATLANTIC CITY.

Trains leave VINE STREET FERRY on SATURDAY at 8·00 A. M., 2·00, 3·30, and 4·15 P. M.

On SUNDAY at 8·00 A. M.

MONDAY, 8·00 A. M. and 3·30 and 4·15 P. M.

The 2·00 and 3·30 P. M. trains RUN THROUGH IN 1¾ HOURS.

Excursion tickets, good from Saturday morning, July 2, until Tuesday morning, July 5, inclusive, $3·00.

To prevent crowding at the ticket office at Vine Street Ferry, tickets have been placed on sale at No 828 CHESNUT Street.

6 24 St D. H. MUNDY, Agent.

FOR CAPE MAY.

On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle.

Fare, $2·25, including carriage hire.
Servants, $1·50, " " "
Children, $1·25, " " "

Horses, carriages, and freight taken at reasonable rates.

The ARROWSMITH is a fine, commodious steamer, and is fitted with every requisite for the safety and comfort of passengers.

GEO. H. HUDDELL,
C. TAGGART,
6 29 10t mwftf No. 52 N. DELAWARE Avenue.

WEST JERSEY RAILROAD.

SPECIAL NOTICE.

CAPE MAY EXCURSION TICKETS sold SATURDAY, July 2, are good to return TUESDAY, July 5.

7 1 2t W. J. SEWELL, Superintendent.

FOURTH OF JULY EXCURSION
TO CAPE MAY,
BY STEAMER ARROWSMITH,
On Saturday, July 2, from Arch Street Wharf, at 9 A. M.

Return on Monday from Cape May at 8 A. M.

Fare for the Excursion, including carriage hire........................ $3·00
To return by Railroad on Monday........................ 4·00

DAILY FIRST-CLASS EXCURSIONS to those cool, delightful, and shady GARDENS at GLOUCESTER POINT. Always a breeze blowing. Take or send the family. Steamers with every accommodation. (Ice water, etc.) Leave SOUTH Street every few minutes. 6 30 1m 4p

NEW PUBLICATIONS.

JUST READY,
WITH PROFUSE ILLUSTRATIONS AND ENTERTAINING CONTENTS,
THE JULY PARTS OF
THE SUNDAY MAGAZINE,
GOOD WORDS FOR THE YOUNG,
AND GOOD WORDS.

For sale by all Periodical Dealers. For Prospectus, Club Rates, etc., address the Publishers,

J. B. LIPPINCOTT & CO.,
7 1 2t PHILADELPHIA.

EDUCATIONAL.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.

The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.

A few families can be accommodated by applying early.

For particulars call on or address
REV. T. W. CATTELL,
7 1 Merchantville, N. J.

DRY GOODS.

FRENCH
WALKING SKIRTS.

JUST RECEIVED.
PER HAMMONIA,
An Invoice
OF
ABOVE GOODS,
FOR SALE
A
Great Bargain.

HOMER, COLLADAY & CO.
1412 and 1414 Chesnut Street.
6 29 wfw3t

A VERY FULL AND SELECT LINE
OF
Hamburg Edgings and Insertings.
800 SAMPLES
NOTTINGHAM CURTAINS,

Most elegant in design and quality, and suitable for Crib Spreads, Washstands, as well as for Short Curtains, etc. from 10 cents up.

French Muslin at 31 cents up.
French Plaid and Striped Organdies, 25 cents.
French Nainsooks cheap.
Tucked Nainsooks, 28 cents and up.
A Splendid Line of Piques, and at all prices.
Shirred Muslins in good patterns.
Victoria Lawns, the best makes, and below regular rates.
Colored Tarlatans, full width, at 25 cents up.

AT
LE MAISTRE & ROSS',
No. 212 NORTH EIGHTH STREET,
1t4p PHILADELPHIA.

MILLIKEN'S
LINEN STORE,
No. 828 ARCH STREET,
AND
No. 1128 CHESNUT Street

PLAIN LINENS FOR SUITS.
FLAX COLORED LINENS, 25 cents.
FINE GREY LINENS.
CHOCOLATE LINENS.
PRINTED LINEN CAMBRICS.
NEW PRINTED LINENS.
EMBROIDERED INITIAL HANDKERCHIEFS, at $1·00 each, including every letter of the alphabet.
SPECIAL BARGAINS IN LADIES' AND GENTS HANDKERCHIEFS. 8 21 mwf

E. M. NEEDLES & CO.
OFFER AT
No. 1126 CHESNUT Street,

FRENCH MUSLIN, 4-4, 25 cents.
FRENCH MUSLIN, 6-4, 37½ cents.
FRENCH MUSLIN, 8-4, 50 cents.
FRENCH MUSLIN, PINK PLAID, 30 cents.
FRENCH MUSLIN, PINK STRIPED, 30 cents.
FRENCH MUSLIN, BLUE PLAID, 30 cents.
FRENCH MUSLIN, BLUE STRIPED, 30 cents.
FRENCH MUSLIN, GREEN PLAID, 30 cents.
FRENCH MUSLIN, GREEN STRIPED, 30 cents.
LADIES' TUCKED SKIRTS, 85 cents.
LADIES' TUCKED SKIRTS, $1.
LADIES' TUCKED SKIRTS, FANCY.
VICTORIA LAWNS FOR SUITS, 25 cents.
HANDKERCHIEFS AND NECKTIES, EVERY VARIETY. 6 29 3t§

MRS. R. DILLON.
NOS. 323 AND 331 SOUTH STREET.

Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 14

COPARTNERSHIPS.

THE PARTNERSHIP HERETOFORE EXISTING between HECTOR TYNDALE, E. P. MITCHELL, and JAMES T. WOLF, under the style of TYNDALE, MITCHELL & WOLF, is this day dissolved by the death of James T. Wolf.

HECTOR TYNDALE,
E. P. MITCHELL,
Surviving partners.
Philadelphia, June 30, 1870.

THE UNDERSIGNED HAVE THIS DAY formed a partnership, HAROLD TYNDALE being admitted to the firm, which will hereafter be known as TYNDALE, MITCHELL & CO., and as heretofore will be engaged in importing and dealing in China, Glass, and Earthenware, No. 707 CHESNUT Street, Philadelphia.

HECTOR TYNDALE,
E. P. MITCHELL,
HAROLD TYNDALE.
Philadelphia, July 1, 1870. 7 1 2t

THE PARTNERSHIP HERETOFORE EXISTING between EDMUND LEVERING and RICHARD NORRIS, under the style and firm of "Levering & Norris," is this day dissolved by mutual consent.

The business of the above firm will be settled by RICHARD NORRIS, at No. 2029-35 MARKET Street, to whom all claims will be presented for settlement and payments made

EDMUND LEVERING,
RICHARD NORRIS.
PHILADELPHIA, June 30, 1870. 7 1 fw6t*

NOTICE.—THE COPARTNERSHIP OF THE undersigned, under the Firm of THOMPSON, CLARKE & YOUNG, is this day dissolved. Either partner will sign in liquidation.

R. N. THOMPSON,
EDWARD S. CLARKE,
JAMES T. YOUNG.
Philadelphia, July 1, 1870. 7 1 6t

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, July 1, 1870.

Poor Swindled Brooklyn.

Brooklyn being really nothing less than an immense boarding-house attached to New York, everything that concerns her necessarily concerns this city. The latest swindle attempted there has relation to the renumbering of houses before the fourth of July. The order making it imperative to do so was published in two newspapers whose circulation is so extremely indefinite that it amounts to almost nothing at all. This is proved by the fact that out of 60,000 houses in Brooklyn, only one-tenth of that quantity have been renumbered, so that between this and Monday about 54,000 must either go through that process or undergo a fine. This is interesting, and will probably result in the realization of about $500,000 to the municipal swindlers.

Beethoven in December.

In writing about the series of thunder-concerts celebrated a fortnight ago at the Skating Rink under the name of the Beethoven Centennial, I drew attention to the fact that the birthday of that celebrated composer really occurred on December 17, 1770, and that there was a manifest impropriety in celebrating it six months beforehand. I understand, however, that another festival is in contemplation, which will take place upon the very date of the anniversary of the composer's birth. Whether Mr. Grover, or Mr. Barnum, or Hurd & Miller, have anything to do with the entertainment, I cannot say, although I believe not. The Germans have caught hold of the idea—the Germans, who would have nothing to do with that of a fortnight ago. Not being a fast people, they can afford to wait until the proper time arrives for the celebration, and then to see that the matter is well attended to. This genuine Beethoven Centennial will probably be an earnest and artistic fulfilment, devoid of pretense, but without an unkept promise or a broken contract.

Miss Kellogg in English Opera.

An endeavor is being made to pave the way for the appearance of Miss Kellogg in English opera, although no public announcement has yet been made that she intends positively to take such a step. Were she, like Parepa-Rosa or Miss Richings, to assume the leadership of an English Opera troupe, there is little doubt but that her measure of success would be quite large enough to compare not unfavorably with that attained by either of those ladies. Already, in Italian opera, she is about the only soprano who succeeds in drawing together an audience of respectable size. Great favorite as she is in this country, there is little chance for her abroad while the field is held by two such popular rivals as Nilsson and Patti. Next season, too, Parepa-Rosa will probably concertize, so that if Miss Kellogg chooses to devote her abilities to that undertaking, Mrs. Bernard is the only opponent she will have to encounter; and Mrs. Bernard, indefatigable as she is as a worker, is, after all, but a cold singer, whose voice does not compare with Miss Kellogg's in purity and brilliancy. So that when the fall comes perhaps you will see among the early amusement announcements some startling annunciation respecting "The Kellogg English Opera Troupe."

"Edwin Drood's" New York Finisher.

The gentleman whom I mentioned yesterday as having been applied to by a prominent American firm to "finish up" the novel of "Edwin Drood", is confident that he can do so in such a manner as will be acceptable to even the most devoted admirers of the dead novelist. The gentleman is a Southerner by birth, and has already published a number of books which have more of a reputation in the South than they have here. He has been residing in this city for more than a year, now holding an editorial position upon one of the morning newspapers, and contributing between whiles stories and sketches to various periodicals. There is little doubt but that he can affect the style of Mr. Dickens to a noticeable degree. Whether, by coming to terms with the publishers, he will have the moral audacity to brave the criticisms of the world remains to be seen. It is a good thing to have a sufficient confidence in one's powers; it is a better never to give the world cause to laugh at that self-confidence. It would be a singular thing, indeed, if "Edwin Drood" should be completed by two different writers—Wilkie Collins in London and Mr. —— in New York. That *would* be a tale of two cities never contemplated by the author.

Family Day at Coney Island.

I take this opportunity to modify a remark I made some days ago with regard to the kind of people who patronize Coney Island. The tendency of that remark was to give the idea that it was visited by nobody but roughs and rowdies. This is far from being the true state of the case. Monday, for instance, is the day known as Family Day, from the quantity of families who resort there to eat clams, improvise a picnic, and have a good time generally. Tuesday and Wednesday are likewise similarly made use of by respectable people, but Monday is pre-eminently known as the Family Day. There is no fear of the rowdies and the bad women then. The latter part of the week and Sunday are the favorite time of the male and female roughs. *Then* any respectable person is lost who gets amongst them. But Monday is proverbially as quiet at Coney Island as the Sabbath is in the city of a midsummer's day. The lamb-like shore and the lion-like ocean lie down together, so to speak, and the sea-shell bleat of the one and the thunder-throated roar of the other coalesce peacefully. It almost makes one cool to write about it, and this hot day I feel as though I should like to go ahead of Sidney Smith's idea, and take off my body and sit my soul. ALI BABA.

CITY ITEMS.

COATS OF LIGHT WOOLLEN FABRICS, *made up skeleton,*
of Alpaca, Drap d'Ete, Linen, etc.
VESTS, *of Black and Fancy Cloths and Woollens, made up skeleton,*
of Drap d'Ete, Linen, Marseilles, etc.
PANTS *of light weight, Black and Fancy Cassimeres,*
of Drap d'Ete, Linen, Duck, Drill, etc.
EVERYTHING IN THE WAY OF
SUMMER CLOTHING
SOLD AT
GUARANTEED LOWER PRICES
THAN ELSEWHERE.
HALF-WAY BETWEEN FIFTH AND SIXTH STS. } BENNETT & CO., TOWER HALL, NO. 518 MARKET ST.

MR. WILLIAM W. CASSIDY, the jeweller at No. 28 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

GLITTERING TEETH.—Not only does SOZODONT impart the WHITENESS of the purest porcelain to the teeth, but its POLISH, too. They glisten after being brushed with it, like the inner surface of an ocean shell, and the effect of this peerless dentrifice is to render the enamel as hard and indestructible as adamant.

WANT OF SLEEP.—Opium or morphine is usually prescribed as a soporific. Both are violent remedies, and react violently; producing nausea, headache and prostration. They are often given when they are not needed; and not unfrequently they increase the irritation of the brain instead of soothing it. Probably in seventy-five cases out of a hundred in which they are administered, PLANTATION BITTERS, given in moderate doses and at proper intervals, would have the desired effect. Persons who find it difficult to compose their minds to sleep after lying down at night, or whose slumbers are disturbed by bad dreams, or are too brief to afford due nourishment, are advised to try the PLANTATION BITTERS as an anodyne; for this comprehensive medicine is not only a tonic and alterative, but a delightful sedative —a "balm of hurt minds," as well as a revivifier of enfeebled frames.

Its use, as a means of producing healthful sleep, involves none of the unpleasant secondary consequences of a resort to the former narcotics. They all, without exception, excite the stomach; while the effect of the Bitters is to tone, and without irritating that sensitive organ.

A HINT TO THOSE PURCHASERS OF CLOTHING WHO DESIRE TO SAVE TWO DOLLARS.—There are some houses that are making a great noise about offering Cheviot Suits for Twelve Dollars, and think they are offering very cheap at that. We are selling the very same goods, the only difference being that ours are much better cut and trimmed, made for Ten Dollars. We invite the public to examine and satisfy themselves of this fact.

ROCKHILL & WILSON,
Nos. 603 and 605 Chesnut street.

ICE.—The Ice Companies will charge their customers one dollar per hundred pounds for ice delivered on and after to-morrow (Saturday). No change will be made in the published card rates to families, stores, etc. The advance is on the hundred prices only.

SEA MOSS FARINE, from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc. etc. The cheapest, healthiest, and most delicious food in the world.

SINGER'S FAMILY SEWING MACHINES, Ten dollars cash. Balance in monthly instalments.
O. F. DAVIS, No. 810 Chesnut street.

NEW STYLE PICTURE.—The German Chromos made by A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

SAVE and mend the pieces, use "SPALDING'S GLUE."

MARRIED.

KOCKERSPERGER—HAINES.—On Tuesday evening, June 28, 1870, at the residence of the bride's parents, by the Rev. Henry J. Morton, D. D., Rector of St. James' P. E. Church, Mr. WILLIAM S. KOCKERSPERGER to Miss BECKIE A., second daughter of Clayton W. Haines, all of this city.

SENSEMAN—WARNER.—On the 27th ultimo, by Rev. H. S. Hoffman, in Second Moravian Church, Franklin and Thompson streets, Mr. EDWARD D. SENSEMAN to Miss ANNIE J. WARNER, both of this city.

DIED.

CLARK.—Suddenly, on the evening of the 28th instant, AMIE HAMPTON, wife of Clarence H. Clark, and daughter of Gideon G. Westcott, in her 36th year.

Her funeral will take place Friday, July 1, at 5 o'clock P. M., from the residence of her husband, S. W. corner of Forty-second and Locust streets. The friends of the family are invited to attend. $$$

COLEMAN.—June 30, GEORGE HARRIS COLEMAN, aged nine months, only child of George D. and Nettie Coleman.

Funeral on Sunday, July 3, at 4 o'clock P. M., from their residence, No. 2108 Spring Garden street. Relatives and friends are invited to attend. $$

CONWAY.—On the 1st instant, at 2 o'clock A. M., CHARLES W. CONWAY, son of Charlotte and the late James Conway, in the 37th year of his age.

Notice of the funeral in the morning papers. •

HEMPHILL.—On the 29th instant, ROBERT J. HEMPHILL, in the 43d year of his age.

The relatives and male friends of the family, also Concordia Lodge, No. 67, A. Y. M.; Heneosis Adelphon Lodge, No. 28, and Siloam Encampment, No. 17, I. O. of O. F.' are respectfully invited to attend his funeral, from his late residence, No. 653 N. Tenth street, on Saturday morning' July 2, at 9 o'clock. $$

RICHARDS.—Suddenly, on the 30th ultimo, Mr. LAUNCELOT RICHARDS, youngest son of the late James and Ann Richards, in the 48th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 1310 Hutchinson street, above Thompson, on Sunday morning at 10 o'clock, without further notice. To proceed to Mount Moriah Cemetery.

THOMPSON.—On the 30th ultimo, MARY E., second daughter of Ambrose W. Thompson. **

TOWNSEND.—On the 30th ultimo, Mrs. MARY, relict of James Townsend, aged 67 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 938 N. Second street, on Sunday afternoon at 3 o'clock. Funeral services to be held at the Second Baptist Church. To proceed to Glenwood Cemetery.

CLOTHING.

JONES'
ONE-PRICE
CLOTHING HOUSE,
No. 604 MARKET Street.
OUR GARMENTS ARE WELL MADE.
OUR CUTTERS ARE MEN OF TALENT;
BUT ONE PRICE IS ASKED.
SATISFACTION GUARANTEED EVERY PURCHASER.
4 11 mwf5ptf GEO. W. NIEMANN.

PLATED WARE.

J. E. CALDWELL & CO.
JEWELLERS,
No. 902 CHESNUT Street,
Call attention to their very complete and regularly maintained stock of
ELEGANT PLATED WARES
FROM THE
Gorham Manufacturing Company,
Whose productions are universally admitted to have introduced a higher style of ART than has hitherto been found in such manufactures.
They have a very full line of
COFFEE AND TEA SERVICES,
DINNER AND DESSERT SERVICES
TUREENS, GAME DISHES, VEGETABLE DISHES
PITCHERS, WAITERS, GOBLETS, CUPS,
CAKE BASKETS, ETC. ETC.
NEW, USEFUL AND ORNAMENTAL PIECES DESIGNED FOR FRUITS AND FLOWERS.
Complete Table Outfits
In plain practical designs and matching throughout
At Fixed Prices, commending them to closest buyers.
6 1 wfmtfrp

PLATED GOODS.
REMOVAL OF A. H. ROGERS
From No. 804 Chesnut street to
No. 632 MARKET Street, First Floor,
Where we shall be happy to see our old customers of the trade. Constantly on hand Rogers Brothers' and Meridan Britania Co.'s Plated Ware of all descriptions. [6 4 1m

LIFE INSURANCE

STATEMENT
OF THE
AMICABLE LIFE INSURANCE CO.
OF NEW YORK,
On the 31st day of December, 1869.

Capital Stock	$130,000·00
Cash on hand	961 65
" in Chatham National Bank	3,055·81
" in hands of agents in course of transmission	47,628·98
Bonds and Mortgages	3,000·00
United States Bonds issued to Sioux City and Pacific Railroad Company—par value $100,000. Market value	106,000·00
Accrued interest not yet due	87·50
Premium Loans endorsed on the Policies	15,806 93
Office Furniture	3,000 00
Revenue Stamps	60·80
Bills Receivable	724 84
Deferred Premiums, being balance of quarterly and semi-annual premiums for the year	23,757·54
	$204,173 55
Amount of losses during the year adjusted but not due	$1,000·00
Amount of all other claims against the Company	6,000·00
Amount required to safely reinsure all outstanding risks, estimated	59,063·34
	$66,063·34
Amount of cash premiums received	30,951·47
Amount of premiums not paid in cash during the year, one-third loan of premium endorsed with policies	16,108·93
Interest received from investments	6,242·23
Income from all other sources, specifying what sources, sale of gold	12·16
	$53,314·79
Amount paid and owing for reinsurance premiums	$320·14
Amount of expenses paid during the year, including commissions and fees paid to agents and officers of the company	27,927·65
Amount of taxes paid by the Company	2,493 84
Amount of all other expenses and expenditures	22,271·40
Par and market value of the Company's stock per share	100·00

In witness whereof I have hereunto set my hand and affixed my official seal, this ninth day of February, A. D. 1870.
(Signed) A. H. NONES,
Commissioner for Pennsylvania.
JOSEPH HOXIE, President.
E. DWIGHT KENDALL, Vice-President.
J. F. R. HADDEN, Secretary.
F. H. LANE,
Superintendent of Agencies in Eastern Pennsylvania,
OFFICE, 408 WALNUT STREET,
6 29 wfm6t PHILADELPHIA.

REFRIGERATORS.

905 MARKET STREET.
WATER COOLERS,
Wholesale and Retail.
REFRIGERATORS,
AT REDUCED PRICES.
CREAM FREEZERS,
$2·00 to $30·00
WALNUT BRACKETS.
CUTLERY AND HOUSE-FURNISHING GOODS.
B. A. WILDMAN & BRO.,
5 31 tuthf1mrp No. 905 MARKET Street.

SAVERY'S PATENT
COMBINED DINING-ROOM
WATER-COOLER AND REFRIGERATOR.

It being made of cast-iron, porcelain lined, in walnut cases, does not impart unpleasant taste or smell to provisions, fruit, etc. Please call and examine.
JACOB F. HAND, JR., Retail Depot,
5 9 mwf2mrp No. 620 MARKET Street.

FOR SALE.

ASSIGNEES' SALE OF COUNTRY SEAT, MILLS, AND FARMS.

No. 1. A large Merchant Mill, with seven run of burrs, 150 horse-power; 70 acres of land, six Tenant Houses, and all other fixtures complete. Price, $35,000.

No. 2. A Grist and Saw-mill, 125 horse-power; 22 acres of land, suitable for cotton, woollen, or paper manufacture; Dwelling House, and all the usual outbuildings. $12,000.

No. 3. A Farm of 275 acres, with beautiful Country Seat, Farm House three Tenant Houses, Barn, Milking Shed, Carriage-house, Henery, Ice-house, Grapery, and Gas-house, and all other fixtures suitable for a country residence and grazing or dairy farm. There is on this tract a Grist and Saw-mill, with a fall of 35 feet. Price, $300 per acre.

These properties adjoin, and are situated on the bank of the Brandywine at Chadd's Ford, on the Philadelphia and Baltimore Central Railroad, about 25 miles from Philadelphia. This is classic ground, being the site of the Brandywine battle in 1777.

No. 3 is the handsomest Country Seat to be found in the beautiful section of country where it is located.

For particulars address
WALTER HIBBARD,
West Chester,
6 3 f12t* Chester county, Pa.

FOR SALE—A RARE CHANCE TO SECURE a convenient and beautiful home. The modern built three-story brick Dwelling, No. 1822 MASTER Street, lot 16x100, to a wide street; elegant garden in high state of cultivation, full of choice flowers, grape and other vines. House in good condition, supplied with modern conveniences. Price, $5500, Part can remain. 6 30 6t

TO RENT.

TO LET—THE STORE PROPERTY NO. 722 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address
THOMAS S. FLETCHER,
12 10tf Delanco, N. J.

TO LET—A DESIRABLE RESIDENCE, with all the modern conveniences, on LOCUST avenue, near Willow avenue, Germantown. Three minutes walk from Church lane station. Immediate possession. Apply to SCOTT & DAY, No. 38 North THIRD Street. 7 1 6t.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements.
Apply to AARON HURLEY,
6 15 No. 269 S. SEVENTH Street.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, Etc. Ear instruments, to assist the hearing, of the most approved construction, at
P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

FIFTH EDITION

THE LATEST NEWS.

FROM THE SOUTH.

The Mississippi Boat Race.

NATCHEZ, Miss., July 1.—The Lee passed here at 10·04, and the Natchez at 10·18. The former did not land, but lost four minutes taking coal from barges. The Natchez lost eight minutes in landing. There is great excitement here on account of the race. Reports are conflicting, but both boats beat the Princess' time to Natchez ten or fifteen minutes.

The Steamer Tennessee Disaster.

RICHMOND, Va., July 1.—Passengers on the steamer Tennessee, from Charleston, burned at sea, passed through here this morning, and will reach New York to-morrow morning.

CONGRESS.

Senate.

Continued from the Third Edition.

Mr. Bayard advocated the proposition which had been made at his suggestion as bringing under taxation a species of property which had no claim to exemption.

Mr. Edmunds characterized the proposition as direct repudiation, as untenable on constitutional grounds, not to say dishonorable. If the principle was correct the Government might take from the bonds fifty or one hundred per cent., and thus repudiate the whole interest.

Mr. A. G. Thurman said that there was not any substantial difference between taxing the interest on the bonds and the taxing of incomes. If one was repudiation so was the other. The only iota of difference was that by this proposition the government got five per cent. on the entire interest of these bonds whether held at home or abroad, while under the income tax law our own bondholders were taxed and foreign bondholders went free. He asserted tha the government had never promised it would no tax bonds.

Mr. Sherman said this was an effort to create an income tax directly discriminating against the Government bonds. It was to the honor of the country that since the foundation of the Government until very recently, no such proposition had ever been made. If a discrimination of this kind was tolerated, Congress would soon discriminate against other individual interests, such as shipping and cotton, to the great injury of commerce and the Southern stable. He looked upon it as a mere political dogma

Mr. Davis said he was amused to see gentlemen who were chin deep in repudiation affecting to be horror stricken at the idea of taxing the bonds. He called attention to the persistence with which the Committee on Claims had refused to make compensation for private property taken for public use, repudiating the obligations of the Government to pay these claims. This indebtedness to-day to the States of Kentucky, Maryland, and others not in rebellion amounted to ten million dollars.

Mr. Corbett was hostile to the amendment, as opening the door to a coalition between the Democratic party and the South, with a view to taxing the bonds to an extent to make them as worthless as Confederate scrip.

Mr. Rice remarked that the tax was to be imposed upon the interest as property. While favorable to an income tax, he would not lay a direct tax upon property.

Mr. Morton held that the withholding of one-half per cent. would be a violation of the contract between the Government and the bondholder, by which the former was pledged to pay six per cent.

Mr. Stockton said he was unable to see any difference between the proposed tax and that imposed upon the salaries of Government officers, by which the Government withheld a portion of their compensation.

Mr. Casserly held that the power to tax the bonds was derived from the inherent right of the Government to tax privileges and benefits expressly conferred. In reply to Mr. Morton he argued that the income tax had operated upon incomes derived from bonds without any charge of a violated contract. In answer to Mr. Sherman, he said there was not a page on the tax list that did not contain discriminating taxes.

House.

Continued from the Third Edition.

Mr. Woodward contended that any judicial authority would decide that not only were the Five-twenty bonds payable in greenbacks under the law of 1862, but that that was so clearly the intention of Congress that Mr. Thaddeus Stevens had declared that it would be a public crime to take the people's money and pay in gold a debt which it was agreed to pay in greenbacks. Applying to the law the rules of English grammar, there was not a schoolmaster in the land who could doubt its true construction.

Mr. Schenck argued if there had been any ambiguity in the law of 1862 that ambiguity had been removed by the law of March 18, 1869.

Mr. Judd moved to amend the fourth section by striking out the words "which, in his opinion and discretion, can be conveniently applied to that purpose," inserting instead the words, "derived under the provisions of this act." He explained his object by stating that if this bill became a law, the Secretary of the Treasury might, without selling a single four per cent. bond, go to work and redeem 5-20 bonds in coin, and he wished such right to redeem limited to the proceeds derived under this bill.

Mr. Woodward, in support of his position, read from Legal-tender act that clause which declares the notes issued under it to be lawful money and legal tender in payment of all debts, public and private, within the United States, except duties on imports and interest on the bonds of the United States.

Mr. Voorhees sustained the position of Mr. Woodward, and quoted in its support the declaration of Mr. T. Stevens, chairman of the Committee of Ways and Means in the House, and John Sherman, chairman of the Finance Committee in the Senate. He held that no subsequent legislation could affect a contract, and demanded that it shall be carried out according to law and not according to any perversion of law. There was no finality on that subject, except obedience to contract after further discussion.

Mr. Holman's amendment was rejected—yeas, 42; nays, 128.

The Republicans who voted aye, were Beatty, Coburn, Orth, and Tyner, and the Democrats who voted no Barnum, Brooks (of N. Y), Randall, Slocum, Stone, and Swann.

Mr. Judd modified his amendment by inserting the words "which may be derived from the sale of any of the bonds, the issue of which is provided for in this act."

Mr. Schenck moved to amend Mr. Judd's amendment by preceding it with these words—"Which he may lawfully apply to such purpose, or." Both amendments were agreed to, so as to make the fourth section read "That the Secretary of the Treasury is hereby authorized and instructed, with any coin now in the Treasury of the United States, which he may lawfully apply to such purpose, or which may be derived from sale of any of the bonds, the issue of which is provided for in this act."

THE COAL TRADE.—The following is the amount of Coal transported on the Philadelphia and Reading Railroad during the week ending Thursday, June 30, 1870:—

	Tons. Cwt.
From St. Clair	11,733 19
From Port Carbon	3,544 15
From Pottsville	693 10
From Schuylkill Haven	19,180 04
From Pine Grove	1,607 05
From Port Clinton	3,793 10
From Harrisburg and Dauphin	5,564 17
From Allentown and Alburtis	3,769 00
Anthracite Coal for week	49,892 00
Bituminous Coal from Harrisburg and Dauphin for week	10,694 05
Total for week paying freight	60,586 05
Coal for Company's use	1,794 19
Total all kinds for week	62,381 04
Previously this year	1,466,490 17
Total	1,528,872 01
To Thursday, July 1, 1869	1,704,515 06

SUMMER RESORTS.

ATLANTIC CITY.

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.,
IS NOW OPEN.
Reduction of Twenty Per Cent. in the Price of Board.
Music under the direction of Professor M. F. Aledo.
Terms, $20 per week.
Persons desiring to engage rooms will address
BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia.
26 thstulm 6 26 d1m 7 26 thstulm

SURF HOUSE, ATLANTIC CITY, N. J., is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular,
A FIRST-CLASS ESTABLISHMENT.
6 11 2m J. FREAS, Proprietor.

WHITE HOUSE, ATLANTIC CITY, N. J., having changed hands, and been refitted and newly furnished throughout, is now open for the reception of guests.
Terms, $15 and $16 per week.
6 11 1m B. COFFIN, Proprietor.

THE SEASIDE HOUSE,
ATLANTIC CITY, N. J.,
is NOW OPEN for the reception of guests, one square from railroad to the beach.
6 11 1m EVANS & HAINES, Proprietors.

W. T. SNODGRASS & CO.,
CLOTH DEALERS,
HAVE REMOVED TO
NORTHWEST CORNER
NINTH AND MARKET STREETS,
July 1, 1870.

SUMMER RESORTS.

CAPE MAY.

STOCKTON HOTEL,
CAPE MAY, N. J.,
IS NOW OPEN FOR THE RECEPTION OF GUESTS.
Music under the direction of Professor CHARLES R. DODWORTH.
Terms, $4 50 per day, or $28 per week.
CHARLES DUFFY, Proprietor,
6 28tJ15 Formerly of the Continental Hotel, Phila.

COLUMBIA HOUSE, CAPE MAY, N. J., IS NOW OPEN.
Plans of rooms may be seen and arrangements made for families or individuals by calling at the Girard House, Philadelphia.
It is intended that
THE COLUMBIA HOUSE
shall sustain its
HIGH CHARACTER
for quietness and good order, and continue to be so conducted as to retain its large
FIRST-CLASS FAMILY PATRONAGE.
For good bathing, easy access to beach for children, central location, and yet for retirement, we claim advantages for
THE COLUMBIA
superior to those possessed by any other hotel upon the island.
[6 16 tf] GEORGE J. BOLTON, Proprietor.
Also, proprietor of Bolton's Hotel, Harrisburg, Pa.

THE PHILADELPHIA HOUSE,
CAPE ISLAND, N. J.,
IS NOW OPEN.
The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price.
Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

UNITED STATES HOTEL, FORMERLY Sherman House, Cape Island. The undersigned respectfully informs the public that he has taken the above hotel, and will keep a plain, comfortable house, a good table, and the best wines and liquors that he can procure. Price of board, $17.50 per week. The house is now open for visitors.
6 27 1m JERE McKIBBIN, Agt.

OCEAN HOUSE, CAPE MAY, N. J.—THE BEST table on Cape Island. Numerous home-like comforts, location within fifty yards of the best bathing on the beach, are the principal advantages possessed by this first-class family hotel. No bar on the premises. LYCETTE & SAWYER,
6 30 1m* Proprietors.

CAPE ISLAND.—WILLIAM MASON HAS consolidated the Continental with the favorite MERCHANTS' HOTEL, joining both houses together, and extending the portico the whole length of the building. The hotel has been renovated throughout, and the Sleeping Apartments supplied with fine Spring Mattresses. Now open. Terms reasonable. 6 16 1m

BRYANT HOUSE, DECATUR STREET, near the Beach, Cape May, N. J., is NOW OPEN for the season. House entirely new; newly furnished throughout, and has a full Ocean view. Accommodations for 100 guests. NO BAR. J. L. BRYANT,
6 18 1m Proprietor.

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1803 MOUNT VERNON Street, until July 1.
6 16 2m MRS. E. PARKINSON JONES.

McMAKIN'S ATLANTIC HOTEL,
CAPE MAY, N. J.
The new Atlantic is now open.
5 25 wfm 3m JOHN McMAKIN, Proprietor.

FRIENDS' COTTAGE, CAPE MAY CITY, N. J., FRONT Street, south of Congress Hall Lawn, and near the Ocean, is now open for the reception of guests. [6 16 1m] A. P. COOK, Proprietor.

CRESSE COTTAGE, No. 31 FRANKLIN ST., Cape May, N. J. MRS. BAYLISS, Proprietress

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT.
The Fidelity Insurance, Trust, and Safe Deposit Company,
OF PHILADELPHIA,
IN THEIR
New Marble Fire-proof Building,
Nos. 329-331 CHESNUT Street.
Capital subscribed, $1,000,000; paid, $550,000.
COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.
The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.
DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent, payable by check, without notice, and at four per cent., payable by check, on ten days' notice.
TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.
INCOME COLLECTED and remitted for one per cent.
The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.
N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.
DIRECTORS.
N. B. Browne, | Alexander Henry,
Clarence H. Clark, | Stephen A. Caldwell,
John Welsh, | George F. Tyler,
Charles Macalester, | Henry C. Gibson,
Edward W. Clark, | J. Gillingham Fell,
Henry Pratt McKean. [5 13fmw]

GAS FIXTURES.

821 CHERRY STREET.
CORNELIUS & SONS,
MANUFACTURERS OF
GAS FIXTURES, Etc.
WHOLESALE
AND
RETAIL SALESROOMS
821 CHERRY Street,
PHILADELPHIA.
We have no Store or Salesroom on Chesnut street.
6 11 1m4p CORNELIUS & SONS.

SUMMER RESORTS.

SUMMER RESORTS ON THE LINE OF PHILADELPHIA AND READING RAILROAD AND BRANCHES.
MAY 20, 1870.
MANSION HOUSE, MT. CARBON,
Mr. Caroline Wunder, Pottsville P. O., Schuylkill
TUSCARORA HOTEL,
Mrs. M. L. Miller, Tuscarora P. O., Schuylkill county.
MANSION HOUSE,
W. F. Smith, Mahanoy City P. O., Schuylkill county.
MOUNT CARMEL HOUSE,
Charles Culp, Mount Carmel P. O., Northumberland co
WHITE HOUSE,
F. Mayer, Reading P. O., Berks county.
ANDALUSIA HALL,
Henry We ver, Reading P. O., Berks county.
CENTRAL AVENUE HALL,
G. D. Dav Reading P. O., Berks county.
SPRING MILL HEIGHTS,
Jacob H. Br ish. Conshohocken P. O., Montgomery co.
BOYERTOWN SEMINARY,
L. M. Koon Boyertown P. O., Berks county.
LITIZ SPRINGS,
George F. Greider, Litiz P. O., Lancaster county.
LIVING SPRINGS HOTEL,
Dr. A. Smith, Wernersville P. O., Berks county.
COLD SPRINGS HOTEL, LEBANON COUNTY,
Wm. Lerch, . Pine Grove P. O., Schuylkill county.
EPHRATA SPRINGS,
John Frederick, Ephrata P. O., Lancaster county.
PERKIOMEN BRIDGE HOTEL,
Davis Longaker, Collegeville P. O., Montgomery co.
PROSPECT TERRACE,
Dr. James Palmer, Collegeville P. O., Montgomery co
DOUTY HOUSE,
George S. Burr, Shamokin, Northumberland county.
Excursion Tickets will be sold at Philadelphia to and from above points at reduced rates, good for same day issued, and on Saturdays good until the following Monday. 5 25 2m6

ATLANTIC HOUSE,
Newport, Rhode Island.
BOARD REDUCED.
This Hotel will be opened MAY 30, at $3·50 per day for transient boarders.
Families may make special arrangements by the week or season.
WM. W. HAZARD,
4 11 mf4p PROPRIETOR.

BENTZ HOUSE,
Nos. 17 and 19 EAST MAIN STREET,
CARLISLE, PENNA.
The attention of the travelling community, and persons seeking a quiet summer resort, are called to this first-class Hotel, new and handsomely furnished throughout, with all the modern conveniences.
Terms for summer boarders $6 to $10 per week.
6 1 2m GEORGE Z. BENTZ, Proprietor.

LAKE GEORGE—LAKE HOUSE, CALDWELL, N. Y.—Best of accommodations for families and gentlemen.
Board per day, $3·50; from June 1 to July 1, $14 per week; for the season, $14 to $17·50, according to room; for the months of July and August, $17·50; August, $21.
Open from June 1 to October 20. Address
6 6 2m H. J. ROCKWELL.

CHITTENANGO.
WHITE SULPHER SPRINGS,
Madison county, N. Y.
First-class Hotel, with every requisite.
Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 8 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

BUSLEY'SPOINT HOTEL, CAPE MAY CO., N. J., will be open for the reception of visitors July 1, 1870.
W. D. MOORE,
6 30 1m* Proprietor.

TO SUMMER TOURISTS.

NORTH PENNSYLVANIA RAILROAD.
NEW AND ATTRACTIVE ROUTE
FOR
SUMMER TOURISTS
TO
Northern Pennsylvania, Interior New York, Buffalo, Rochester, Niagara Falls, the Great Lakes and the West.
Also to Williamsport, Wilkesbarre, Scranton, Schooley's Mountain, Allentown, Mauch Chunk, and all points in the Lehigh, Wyoming and Susquehanna Valleys.
Novelty, Comfort, Speed and Fine Scenery are the attractions of this route.
The attention of Summer Tourists is asked to this new and attractive route, passing through the varied scenery of the Lehigh, Wyoming and Susquehanna Valleys, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.
FIVE DAILY THROUGH TRAINS
At 7·35 A. M., 9·45 A. M., 1·45 P. M., 3·30 P. M. and 5·00 P. M. (Sundays excepted),
FROM PHILADELPHIA PASSENGER STATION,
Corner of BERKS and AMERICAN Streets.
Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, No. 811 CHESNUT Street.
ELLIS CLARK, General Agent.
Tickets sold and Baggage checked through to principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street. 7 1 1m

NOTICE TO SHIPPERS.

FREIGHT NOTICE.
BALTIMORE AND OHIO RAILROAD OFFICE, }
PHILADELPHIA, June 29, 1870. }
This Company will not issue through Bills of Lading after JUNE 30, 1870, unless freight is delivered to the P. W. and B. R R. Co. at WASHINGTON Avenue and SWANSON Streets.
SHIPPERS BY ERICSSON LINE will please notice.
JAS. C. WILSON, AGENT.
6 29 10t No. 44 South FIFTH Street.

THOMAS SIMONS,
(Successor to Henry Simons).
U. S. NATIONAL
WAGON AND COACH WORKS,
OFFICE, No. 523 NEW MARKET STREET.
Wagons, Carts, Drays, Wheelbarrows, Timber, Wheels, etc. All work warranted.
Orders promptly attended to.

AMERICAN INSTITUTIONS FROM A GERMAN POINT OF VIEW.

An intelligent correspondent is contributing to the *Illustrirte Zeitung* of Leipsic, Germany, a series of letters on American subjects that are interesting in themselves and important as impartial criticisms of matters and things on this side of the Atlantic. The correspondent writes from Carlisle, in this State, and in view of the intimate relations existing between this country and Germany, we propose to reproduce some of the letters, at least, for the benefit of our readers. The following translation of the first letter will be found to be an able *resume* of the leading social and political ideas of the day as developed in the United States:—

Carlisle, May, 1870.—The object of this and succeeding letters is to bring the German people into closer acquaintance with the life of the American people, into which so large a German element is now incorporated, and to give, in distinct outlines, a picture of the influences under which men here act and live.

Since the suppression of the fearful rebellion in the Southern States, whereby our country incurred a debt of thousands of millions of dollars, and lost over a million of human lives, the United States have stepped out of the comparatively insignificent position which they before that time held among the nations of the world, and have attained an importance undeniably and increasingly felt through Europe. As a proof of this may be mentioned the present value of American bonds in the European market, and the great demand for them. According to a letter lately written by the United States Consul in Berlin to Secretary Boutwell, Germany is overrun by mortgage bonds of different United States railroad companies. This is an important fact, not only as evidence of the confidence felt by European money-dealers in the financial affairs of America, but also an indication of the weight which this country would be in a position to throw into the scale in case of entanglement in the Old World, for by no tie are the interests of different nations so bound together as by their financial relations.

The ratification of the fifteenth amendment to the Constitution of the United States (whereby the colored race, so lately held in the bondage of slavery, are allowed equal rights with the white citizens) may be considered as settling the negro question, which has so long agitated the minds of men in this country. Everywhere the colored people have celebrated this event with music, dancing, and general festivity, and already the political wire-pullers of both the great parties, Republicans and Democrats, are using their arts to gain the votes of the now important black brother. Intelligence does not characterize the colored population of this land, as a class: they are, taking them as a whole, far behind the white foreign inhabitants, who only receive the rights of citizenship after five years residence. There are, of course, individual exceptions to this, as, for instance, in the case of the colored man from Mississippi who now occupies a seat in Congress at Washington. As long as the old naturalization laws are in force, by which the most intelligent white foreigner cannot become a citizen until he has been five years in the country, this fifteenth amendment brings some injustice in its train, which will sooner or later make itself felt.

But the desire to improve the Constitution is not satisfied with this bestowal of citizenship upon the negro. Scarcely is the fifteenth amendment ratified before a sixteenth and seventeenth appear, both taking strong hold of the social and moral life of the people. The proposed sixteenth amendment recognizes God as the source of all things, and desires distinct declaration of the fact that the United States is a Christian land, while the seventeenth amendment would give to women the right of suffrage. The last-named effort, especially, is causing at present much excited discussion. In many places societies have been formed, usually led by a few enthusiastic single women, whose object is, by any and every means, to obtain for women equal political rights with men. In the Territory of Wyoming, through which the Pacific Railroad passes, this has actually been accomplished, and a jury in a recent murder trial was composed chiefly of women. The ladies cannot have found this duty very agreeable, although it came to them with their new political rights, and they received flattering commendation for their discharge of it from the presiding judge at the trial.

But, in truth, woman would seem to belong more properly to her home than to the political arena, and that the better class of American woman fully understand this is shown by a petition lately sent to the State Legislature of Ohio, when they were agitating the subject of female suffrage. The petitioners set out with the principle that they are not in any way inferior to man (which is certainly true), but that the duties which are laid upon them in the nature of things are quite as important and sacred as those of man; that these duties claim all their time and energies if properly performed; and that they are duties which they alone can rightly fulfil. Their sense of the great importance of these claims upon them had led them to protest against efforts to burden them with new responsibilities, in meeting which their truer interests must suffer. The result of this petition was that the Legislature refused to pass the bill granting suffrage to women. In Minnesota it was managed in a somewhat different way. The Legislature there passed a law by which the question of female suffrage should be submitted to the decision of the people by vote. There is no doubt that through the influence of the better class of women the vote will be against giving them the ballot, and the mouths of the vehement advocates of the cause there will be forever closed.

It is indeed true that, since the late civil war, which carried off so many young men, there are more women than men in the country—and especially in Massachusetts does this difficulty exist. But here in America there is certainly a wide enough field for woman's activity, without her being obliged to betake herself to politics. The reverence and the protection which are everywhere in this country accorded to women are too well known to need my testimony. And just this position makes it possible for them to enter many lines of employment which would elsewhere be attended with many difficulties.

Many women now have occupation here as clerks and telegraphists; the Treasury office at Washington also employs a number of women, who earn their salaries quite as well, if not better, than men. There is one singular thing about these female employes at Washington. Most of them obtain their situations through the influence of members of Congress, and rumor says that pretty faces and other like attractive qualities are often a better recommendation to these gentlemen than either needy circumstances or business capacity.

In Chicago a lady has recently established herself as a lawyer, but the public journals have as yet given no information concerning her practice. Possibly she may have an eye to divorce cases, in which Chicago offers an extensive field for activity.

ENGLISH TREATMENT OF LUNATICS.

The commissioners to inquire into the condition of the English lunatic asylums have reported a shocking number of cases of lunatics killed by brutal keepers, whose favorite method of maltreatment seems to have been that of breaking the ribs and the breastbone by pressure of the knees. Here are some of the cases reported, which were officially investigated by coroners:—

Peckham House, Peckham.—In 1851 a male lunatic named Barnes had a struggle with his keeper and was thrown down on the floor by the latter, and his arm was broken. He died eight days afterward, and a *post-mortem* examination revealed the fact that four ribs were fractured. In this case Hill, the attendant, got twelve months' imprisonment.

Colney Hatch Asylum.—In 1858 a lunatic named Swift was kicked, maltreated, and dragged about by a keeper. He died two days afterward. His liver was ruptured and eight ribs and the breastbone were broken. The attendant was not punished, but Mr. Rose, the gentleman who conducted the *post-mortem* examination, stated with remarkable frankness that ribs might be fractured without any outward mark, provided they were squeezed or crushed and not broken by a blow. There was a ball at Colney Hatch Asylum the week before.

Salford Workhouse.—In 1863, in the lunatic ward, a patient, J. M., had a struggle with two attendants, and died two days afterwards. Eight ribs were broken on the left side, six in more than one place. On the right side eight ribs were fractured at one point, all in a continuous line. No one was punished. His son stated that, before his being in the workhouse, he had been accustomed to sit on his father's chest in order to keep him quiet.

Lancashire County Asylum.—In May, 1863, an imbecile male patient twenty-three years old, sickly and undersized, had a violent struggle with his attendant, who flung him on the floor. The poor fellow died in a few minutes, and a rib was found on examination to have been broken directly over the heart. Another attendant named Lord was present, but gave no help. The attendant directly concerned was reprimanded, but was for some time afterwards suffered to continue as head attendant in the ward, the visitors declining to dismiss him.

Lancaster County.—In 1869, December 12th, a patient named William Wilson, in the same place, died suddenly. The body was examined, and it was found that twelve ribs were broken, three of them in two places.

Prestwich Asylum.—In 1868, February 24th, a patient, T. R., died of general paralysis, accelerated by pleurisy and pneumonia—the last was caused by two broken ribs. The fact was only discovered by examination after death. No one was punished.

Wakefield Asylum.—In October, 1868, a patient died, according to the jury and medical evidence, from natural causes. Examination showed that two ribs were fractured on each side. At the inquest it was suggested that they had been broken after death, but, as the commissioners observed, "the facts disclosed were such as to account for them in a far more probable way." No one was punished.

Carmarthen Asylum.—A patient died eight days after admission. Verdict, "Pleurisy, caused by fractured ribs." In fact, eight of his ribs was found to be broken. The assistant-surgeon observed that "similar cases had occurred before, and had been unaccounted for, except by the evidence of the attendants. He believed that a person quietly kneeling on the patient's chest, the patient resisting, would be sufficient to break the ribs." No one seems to have been punished.

Hanwell Asylum.—In 1862 a patient named Matthias Geoghegan, paralyzed and imbecile, died rather suddenly, the medical officer "thought from pleuro-pneumonia." Some bricklayers and laborers saw his keeper, Jones, beat the deceased on the back with a fire-shovel; he then threw him on the floor, and walked backwards and forwards on his body, dragged him into the corridor, knocked his head several times on the stone floor, and kicked him in the belly. The assistant medical officer, Dr. Jephson, observed numerous severe bruises on the body. There was one on each buttock, and a peculiar-shaped bruise on the abdomen. This gentleman had sense enough to look with some attention into the matter. He said:—"I took off my boot, and it fitted the bruise as if it had been kicked or trodden on." The wife exclaimed in court that her husband had been murdered—and persons out of court might entertain the same idea—but Dr. Begley still thought that he had died of pleuro-pneumonia; and, incredible as it may sound, the verdict of the jury on the inquest was, "Deceased died after receiving certain injuries from external violence, but whether the death was occasioned by natural causes or by such violence, there is not sufficient evidence to show."

Hanwell.—In March, 1868, a female lunatic, E. S., died of "inflammation of the lungs and pleura, consequent on fractured ribs and breastbone, but how those injuries were inflicted there was not sufficient evidence to show." Six ribs were found to be broken, but the nurses who undressed her every night either did not perceive any marks of ill-treatment or did not report them. No one was punished.

Hanwell.—In May the same year another woman, M. H., died of the same complaint. She was admitted May 15th, was examined, and was then free from all injuries; died on the 26th, seven ribs and breastbone broken. No one was punished.

Hanwell.—In October, 1869, the case of M. Santi Nistri occurred. He died ten days after admission, with eight ribs and breastbone broken. No one was punished.

Hanwell.—In March, 1870, a male lunatic died of the same disease. There were four broken ribs, congestion of the lungs, and various bruises on different parts of the body. The medical evidence went to show that epilepsy was the cause of death, and the jury found their verdict accordingly. No one was punished.

Here we have a list of thirteen well-authenticated instances of aggravated manslaughter committed with something which is only short of absolute impunity. It would appear that the sufferers have invariably been pauper patients, and also patients in the very large asylums in which paupers only are admitted. Hanwell contains 1723 pauper lunatics; Colney Hatch, 2035; Lancaster, 975; Prestwich, 982; Wakefield, 1202; Carmarthen, 189; Salford Workhouse, 137; Argyle, 129; Peckham House, the only private licensed house where such an event is discovered to have occurred, contains 250 pauper lunatic patients and 62 private patients.—*Appleton's Journal.*

Foreign Notes.

—A trial, which it is said will be one of the most gigantic on record, was about to take place in Hungary. The accused are brigands, 800 in number, and it is expected that 200 of them will be condemned to death.

—The *Armonia* announces from Italy that all the mills in the neighborhood of Bologna had closed on account of the tax on grinding. General Cosenz had left Florence in all haste for that city, fearing some disturbance.

—A queer story is told by one of the Greek papers. One of the military commanders having offered a reward for each brigand's head brought in, the supply soon became so extensive that suspicions were aroused. Inquiry was set on foot, and disclosed the fact that with an eye to the main chance, the so-called brigand hunters made raids into neighboring villages, plundered them, and then turned the heads of their victims to account.

—In the case of the Queen against Hurt (the men in women's clothes case) the Judge had fixed the amount of bail at £1500 for the defendant himself, and two sureties in like amount, with forty-eight hours' notice to the prosecution. In the case of Fiske, it was arranged that four sureties in £500 each should be required, with forty-eight hours' notice. *Le Nord* says that Mr. Cumming, against whom a warrant has been issued in connection with the charge of personating women, went to Brussels immediately after the arrest of Park and Boulton, and put up at one of the best hotels. As, however, he had no papers, and could not give evidence as to his means of existence, he was requested to leave the country. The *Nord* adds that when he was called upon he had his hair in curl papers, and that portraits in which he and a friend were represented in women's clothes were found in his rooms.

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LITERATURE.

REVIEW OF NEW BOOKS.

—The Poems of Dante Gabriel Rossetti, recently published in England, were received by the critics with so much enthusiasm that great expectations were excited with regard to them on this side of the Atlantic. Mr. Rossetti occupies a peculiar position with regard to poetry and art. He has given the public little, either in the way of pictures or verses, and yet there are few poets and artists of the day who have exerted a more powerful influence than he. As the originator and leading spirit of the pre-Raphaelite movement, he has almost revolutionized English art, and although pre-Raphaelism was made ridiculous at first by second-rate men, who copied the eccentricities of Rossetti's style without being able to understand its real merits, yet the effect of the movement was to excite a more critical and thorough study of nature, to do away with commonplace conventionalities, and to produce results that will be apparent in a moment to any one who will compare the average performances of the English painters and designers of to-day with those of twenty years ago. While Mr. Rossetti has influenced others, he has only succeeded in obtaining a very misty sort of reputation for himself. His works are seldom exhibited, and to the majority of art-lovers in America the peculiarities of his style are only known by means of a few designs contributed to an illustrated edition of Tennyson's poems several years ago, and by occasional descriptions of his more elaborate works that have appeared in the English papers and magazines.

As a poet Mr. Rossetti has been equally careless of his reputation; and the public, except an occasional sonnet from his pen in the magazines, has been treated to nothing from his pen since the appearance, about ten years ago, of a volume of translations from the early Italian poets, the remarkable merits of which were recognized immediately both in England and the United States, and a small volume of original verses issued a few years previous to the translations. Although occupying an equally dubious position in the domain of poetry as in that of art, Mr. Rossetti is entitled to the distinction of being the poetical godfather of two of the most distinguished and most dissimilar of the recent versifiers—Algernon C. Swinburne and William Morris. The last named, we believe, acknowledges that the influence of Rossetti induced him to cultivate his poetical talents, and a comparison between Mr. Swinburne's performances and those contained in Rossetti's recently published volume will show at a glance where the author of "Atalanta in Calydon" and "Laus Veneris" obtained much of his inspiration. Indeed, we might say that Rossetti is a spiritualized Swinburne and give a very fair characterization of the quality of his verse. In Swinburne's case, at least, the influence of Rossetti cannot be considered as a healthy one, for, like the pre-Raphaelite enthusiasts, he has exaggerated the extravagances of his master and missed his best qualities.

The peculiar reputation enjoyed by Mr. Rossetti, combined with the almost unanimous praise of the English critics, excited hopes with regard to his new volume of poems that in our case at least have not been realized. We expected something peculiar, but delicately flavored and original. Peculiar they certainly are in being either so labored and obscure that it is scarcely possible to guess at the meaning of many of them, or else bad imitations of performances like the old English ballads that are not worth imitating. Some of the poems are exceedingly Browningesque, and indicate that the author of "Sordello" has exerted quite as great an influence on Rossetti as Rossetti has upon Swinburne. Although this volume is a disappointment, it has undoubted merits that entitle it to the regard of lovers of poetry. Mr. Rossetti is a master of the art of versification, and the melody of some of the poems, such as "Love's Nocturn" and "The Stream's Secret," makes them delicious reading, although it may be no easy matter to grasp the ideas they endeavor to express. The poem entitled "Jenny" is a bold and yet refined and delicate discussion, or rather statement, of a subject that is scarcely adapted for artistic treatment in any shape, and which in the hands of Mr. Swinburne would be revolting in its coarseness. Admirable as is Mr. Rossetti's poem, there are few persons who after reading it will not be inclined to exclaim with "Mrs. Quickly," "Vengeance of Jenny's care! Fie on her! Never name her child!" The "Last Confession" is a strong, vigorous and highly dramatic poem, which in spite of some obscurities and suggestions of Browning's style, is one of the best in the book; and "The Blessed Damozel" is an exquisite piece of mediævalism, poetical in the highest degree both in manner and matter. "The Burden of Nineveh," "Dante at Verona," and some others are at least not above commonplace. With a few exceptions the most attractive poems in the volume will be found among the sonnets, of which there are about seventy. Without endorsing the opinion of even so eminent an authority as Mr. William Morris, that these are unsurpassed since Shakespeare's, they are to be commended as answering more satisfactorily than the longer poems the expectations that were excited by the announcement of a new volume of verses from Mr. Rossetti's pen. The American edition of Rossetti's poems is published by Roberts Brothers, and the book can be had of Porter & Coates.

From Porter & Coates we have also received "O. T.," a Danish romance by Hans Christian Andersen. This is the fifth volume of Hurd & Houghton's complete library edition of Andersen's works, and it is interesting as a description of a class of Danish society and a certain style of scenery. Andersen is at his best in his short stories and sketches, but his longer romances, although they will never rival these in popularity, are nevertheless entertaining on account of the charming grace of the author's style and the poetical atmosphere with which he invests the commonest affairs of life.

—Henry Carey Baird, No. 406 Walnut street, sends us "Protection to Native Industry," by Sir Edward Sullivan, Bart. Published by Edward Stanford, London, and by the Bureau Printing Company, Chicago. We commend this work to American political economists as a clear and exhaustive argument against free trade from a British standpoint. A great many people in England are beginning to doubt whether free trade is an unadulterated blessing, especially in view of the fact that the lower rate of wages in France, Belgium, Prussia, Austria, and Switzerland enables the workmen of those countries to command many branches of trade to the detriment of the British workmen. It is the old story of the gored ox, and the argument of Sir Edward Sullivan will open the eyes of some of our political economists, who fancy that they can obtain cheap goods by forcing our native industries to close their doors in order that foreign manufacturers may command our markets. The price of this work is $1·50, and it will be sent by mail, free of postage, to any part of the United States.

Mr. Baird also sends us a pamphlet of his own compilation, entitled "Protection to Home Labor and Home Productions Necessary to the Prosperity of the American Farmer," which contains much valuable information, gleaned from a variety of sources, and illustrated by appropriate suggestions.

—Turner & Co. send us *Appleton's Journal*, *Every Saturday*, and *Our Boys and Girls* for Saturday, July 9.

—From the Central News Company we have received the latest numbers of *Punch* and *Fun*.

LUMBER.

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LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of ANN HORTON, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of "The Pennsylvania Company for Insurance on Lives and Granting Annuities," administrators de bonis non cum testamento annexo, on the estate of ANN HORTON, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on July 5, A. D. 1870, at 3 o'clock P. M., at his office, No. 128 S. SIXTH Street, in the city of Philadelphia.
6 24fmw5t JOHN ROBERTS, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of EZEKIEL LINCOLN, deceased.
The Auditor appointed by the Court to audit, settle and adjust the account of ALEXANDER F. CHESEBROUGH, administrator of EZEKIEL LINCOLN, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on TUESDAY, July 5th, 1870, at 11 o'clock A. M., at his office, No. 131 South FIFTH Street, in the city of Philadelphia.
6 24 fmw5t*

ESTATE OF JOSEPH MOTTET, DECEASED.
Letters of Administration on the above-mentioned estate having been granted to the undersigned, all persons indebted to said estate will please make payment, and those who have claims against the same present them without delay to
J. FREDERICK LIST, Conveyancer,
No. 629 WALNUT Street.
Philadelphia, May 13, 1870. 5 27 f6t

PIANOS.

ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
8 2§ WAREROOMS, No. 610 ARCH Street.

PAPER HANGINGS, ETC.

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh. Branch, No. 307 FEDERAL Street, Camden, New Jersey.

JOHN FARNUM & CO., COMMISSION MERCHANTS and Manufacturers of Conestoga Ticking, etc. No. 228 CHESNUT Street, Philadelphia. 1 wfm§

ONE DOLLAR GOODS FOR 95 CENTS,
10 18ftal] DIXON'S, No. 21 S. EIGHTH Street.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.
AFTER 8 P. M., SUNDAY, JUNE 12, 1870.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A. M.
Paoli Accommodation	12·50 and 7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3 10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n	8·20 A. M. and 6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15, 3 30, and 5·20 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale.

8·00 and 11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8 55, and 10·35 A. M.; 2·15, 5·05, and 8 25 P. M.
Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.
Lansdale at 7·30 A. M.
Fort Washington at 9·20 and 11·20 A. M., 3·10 and 9·45 P. M.
Abington at 2·35, 4·55, and 6 45 P. M.

ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown at 2 00 P. M.
Philadelphia for Fort Washington at 8 30 A. M. and 7·00 P. M.
Doylestown for Philadelphia at 6·30 A. M.
Bethlehem for Philadelphia at 4·00 P. M.
Fort Washington for Philadelphia at 9·30 A. M. and 8·10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, June 6, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3¾, 4, 4⅓, 5·05, 5¾, 6, 6¼, 7, 8, 9, 10·05, 11, 12 P. M.
Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 down train, and 3¾ and 5¾ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10¾ P. M.
Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 3¾, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9¼ A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.
Passengers taking the 6·55, 9 A. M., and 6½ P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4¼, 4, 5½, 6¼, 8·05, 10, and 11¾ P. M.
Leave Norristown 5½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4¼, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.
Leave Manayunk 6, 6·55, 7½, 8 10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8½, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.

PLYMOUTH RAILROAD.
Leave Philadelphia 5 P. M.
Leave Plymouth 6¼ A. M.
The 7¼ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 9·05 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 9½ A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from Germantown to Ninth and Green streets.
5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.
OXFORD at 6·05 A. M., 10·35 A. M., and 5·30 P. M.
CHADD'S FORD at 7·26 A. M., 12·00 M., 1·30 P. M., 4·45 P. M., and 6·49 P. M.
Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.
HENRY WOOD,
4 2 General Superintendent.

RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12 30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 12 M. (noon), 6·45 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES
FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. from Kensington Depot, for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2 15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

June 16, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9 00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.	
MAIL TRAIN leaves Philadelphia	10·20 P. M.
" " Williamsport	8·00 A. M.
" arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	10·50 A. M.
" " Williamsport	8·15 P. M.
" arrives at Erie	7·25 A. M.
ELMIRA MAIL leaves Philadelphia	7·50 A. M.
" " Williamsport	6·00 P. M.
" arrives at Lock Haven	7·20 P. M.
BALD EAGLE MAIL leaves Williamsport	1·30 P. M.
" " " arrives at Lock Haven	2·45 P. M.
EASTWARD.	
MAIL TRAIN leaves Erie	8·50 A. M.
" " Williamsport	9·25 P. M.
" arrives at Philadelphia	6·20 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·15 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Williamsport	9·45 A. M.
" arrives at Philadelphia	9 50 P. M.
BUFFALO EXP. leaves Williamsport	12·25 A. M.
" " Harrisburg	5 20 A. M.
" arrives at Philadelphia	9·25 A. M.
BALD EAGLE MAIL leaves L. Haven	11·35 A. M.
" " " arr. Williamsp't	12 50 P. M.
BALD EAGLE EX. leaves Lock Haven	9·35 P. M.
" " " arr. Williamsport	10·50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.
WM. A. BALDWIN,
General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4·30 P. M.
For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 2

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.
SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.
At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P.M.

MORNING EXPRESS.
At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.
Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7 30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9 25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.
Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12 45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.
Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2 50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3 45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.
6·45 A.M., for B. C. Junction, stops at all stations.
7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R R.
9·40 A. M. for West Chester stops at all stations.
11·50 A. M. for B. C. Junction stops at all stations.
2·30 P. M. for West Chester stops at all stations.
4·15 P. M. for B. C. Junction stops at all stations.
4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6·55 P. M. for West Chester stops at all stations.
11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.
5·25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8·15 A. M. from B. C. Junction stops at all stations.
10·00 A. M. from West Chester stops at all stations.
1·05 P. M. from B. C. Junction stops at all stations.
1·55 P. M. from West Chester stops at all stations.
4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS.
8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2·30 P. M. for West Chester stops at all stations.
4·30 A. M. from West Chester stops at all stations.
7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
4 2 W. C. WHEELER, Sup't.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom street.

MARTIN BROTHERS, AUCTIONEERS.—
(Lately Salesmen for M. Thomas & Sons.)
No. 704 Chesnut st., rear entrance from Minor.

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.
For particulars see "Public Ledger."
N. B.—A superior class of furniture at private sale.

BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. 11 24§

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

JOSEPH PENNEY,
AUCTIONEER,
No. 1307 CHESNUT STREET. [6 28 tf

IN LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKY.
THOMAS ANDERSON & CO.
(Established 1826).
AUCTIONEERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclusively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and hats every Thursday.
Regular auction sales of dry goods, clothing, carpets, notions, etc., every Wednesday and Thursday. [3 19 6m

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.
SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express (through in 1¾ hours)	3·30 P. M.
Atlantic Accommodation	4·15 P. M.
Returning leave Atlantic—	
Special Excursion	5·35 P. M.
Mail	4·35 P. M.
Freight (with passenger car)	11·50 A. M.
Express (through in 1¾ hours)	7·24 A. M.
Atlantic Accommodation	6·06 A. M.

An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M. Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—
For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.
For Atco and intermediate stations, 10·15 A. M. and 6 P. M.
Returning, leave—
Haddonfield at 7·15 A. M., 1 P. M., and 3 P. M.
Atco, at 6·22 A. M. and 12·15, noon.

ON SUNDAYS.
Leave Vine Street Ferry at .... 8·00 A. M.
" Atlantic City at .... 4·35 P. M.

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.
D. H. MUNDY,
6 28 Agent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIN in the morning and
AN EXPRESS TRAIN
in the Afternooon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4 30 P. M. Express.
LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.
The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.
Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*
Fare between Philadelphia and New York...... $3·00
" " " " Long Branch... 2·25
For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
C. L. KIMBALL,
6 27 Superintendent.

WEST JERSEY RAILROADS.
COMMENCING THURSDAY, JUNE 30, 1870.
Leave Philadelphia, foot of Market street (upper ferry), at
8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.
9 00 A. M. Mail and Express for Cape May.
11·45 A. M., Woodbury Accommodation.
3·15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
4·00 P. M., Fast Express, for Cape May only.
5·45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.
Commutation tickets at reduced rates between Philadelphia and all stations.
Cape May Season Tickets, good for four months from date of purchase, $50. Annual Tickets, $100.
Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue.
3 15 WM. J. SEWELL, Superintendent.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER MAKERS, BLACKSMITHS and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
2 1§ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.
JOHN H. MURPHY, President,
PHILADELPHIA, PA.
Manufacture Wrought Iron Pipe
And Sundries for Plumbers, Gas and Steam Fitters.
WORKS,
TWENTY-THIRD and FILBERT Streets.
OFFICE AND WAREHOUSE,
4 1 No. 42 North FIFTH Street.

ART EXHIBITION.

ON FREE EXHIBITION,

AT CHARLES F. HASELTINE'S ART GALLERY

No. 1125 CHESNUT Street. Braun's famous Autotypes (of Paris), comprising Paintings, Drawings, Frescoes, Statuary of the galleries of Paris, Vienna, Florence, Rome, Milan, Basle, Saxe-Weimar, etc., etc., amounting to 6000 diverse subjects. Also, 800 diverse views of European scenery and antiquities.

Particular attention is called to "Moses," by Michel Angelo, as never before exhibited; the new series of Paintings by Carlo Dolci, Carloni, Salvi, Guido Reni, etc.; the whole collection of Rousseau's Landscapes; and the Rembrandt Collection of the Gallery of Cassel. 11 10rp

CITY INTELLIGENCE.

THE CLIMAX!

THE HOTTEST JUNE ON RECORD.

A Mean Temperature of More Than 77½ Degrees—Comparisons with the Past—The Temperature of the First Six Months of the Year.

"O, that this too, too solid flesh would melt,
Thaw, and resolve itself into a dew!"

Thus spake the melancholy Dane, and there is no record that the thermometer in the court-yard at Elsinore marked more than 80 degrees in the shade, as he spoke. It is well for Hamlet that the grave-digger philosophized over his bones some centuries ago. If he had been in the flesh in the month of June, Anno Domini 1870, he would have emphasized his lamentable prayer for dissolution by achieving its literal fulfilment. In short, the mean temperature of the month which has just closed, according to the very reliable records kept at the Pennsylvania Hospital by Dr. John Conrad, was 77·35 degrees, which is greater by more than one-third of a degree than the highest point attained as the mean temperature of the corresponding month in any year since 1790. In the following table are given the maximum and minimum standing of the thermometer at the hospital for each day of the month, as compared with June, 1869:—

	1869. Max. (deg.)	1869. Min. (deg.)	1870. Max. (deg.)	1870. Min. (deg.)	Remarks.
1	84·5	70	71	61	Cloudy; sprinkling of rain.
2	78	68	69	62	Cloudy and rainy.
3	81·5	67	79	64	Rain.
4	80·5	66	78	65	Cloudy and showers.
5	86	66	80	65	Cloudy and clear.
6	70·5	58	84	68	Cloudy and clear.
7	70·5	56	80	68	Cloudy and clear.
8	73	58	85	72	Cloudy and clear.
9	69	54	87	71	Cloudy and clear.
10	61·5	56	71	62·5	Cloudy and heavy rain.
11	73	59	82	62	Cloudy and drizzling rain
12	76	56	82	63	Cloudy and clear.
13	87	62	85	71	Cloudy and clear.
14	80·5	70	84	73	Cloudy and clear.
15	74	66	87	70·5	Clear; shower in evening.
16	74	61	83	70·5	Fair, hazy, and cloudy.
17	81	60	80	70·5	Clear.
18	87	66	89	71	Clear
19	90	74	94	75	Clear.
20	92	70	90	75	Clear.
21	90	74	79	68	Clear.
22	80	70	79·5	64	Clear.
23	83·5	67	88	69	Clear.
24	80·5	71	93	74·5	Clear
25	85·5	71	95	77·5	Clear and hot.
26	87	73	95	81	Clear
27	90.5	75	90	70	Cloudy and clear.
28	91	76	95·5	76	Clear; showers in evening.
29	86	74	95	82	Clear; shower and thunder.
30	87	73	92	77	Clear; shower in evening.

This showing, as already stated, gives a mean temperature of 77·35 degrees, the veritable highest mean point attained by the mercury during the month of June since the year 1790, which is the earliest date to which any accessible records in this locality extend. The hottest Junes previously known, according to the records of the Pennsylvania Hospital, were those of 1831, when the mean temperature was 77 degrees, and 1828, when the same mean was attained.

The highest point attained by the thermometer during the month which has just closed was 95·5 degrees, which occurred on Tuesday, the 28th; but on three other days—Saturday the 25th, Sunday the 26th, and Wednesday the 29th—the thermometer marked 95 degrees, and since the 18th it has every day mounted to the neighborhood of 90, or soared above it, with the exceptions of the 21st and 22d, on which the highest points attained were 79 and 79·5 degrees respectively. The warmest and most intolerable days of the month, however, were Sunday, the 26th, and Wednesday, the 29th, the standing of the thermometer on these two days being as follows:—

	9 A. M.	Highest.	Lowest.	Range.
June 26	86 deg.	95 deg.	81 deg.	14 deg.
June 28	86·5 "	95·5 "	76 "	19·5 "
June 29	89 "	95 "	82 "	13 "

On the 28th, when 95·5 degrees were marked, the lowest point reached was 76 degrees, giving a range of 19·5 degrees. The lowest point attained during the month was 61 degrees, which was reached on the 1st, thus showing a range during the month of 34·5 degrees. The highest point attained in June, 1869, was 92 degrees, on the 20th; the lowest, 54 degrees, on the 9th; the mean temperature of the month being 73·62 degrees, and the range 38 degrees.

The average of the mean temperature of the month from 1790 to 1869 inclusive was 71·62 degrees, only two degrees below the mean of June, 1869, but 5·73 degrees below that of June, 1870. The average of the mean temperature of the month since 1825 has been 71·53 degrees, which varies but little from that of the longer period.

To enable our readers to appreciate fully the extremity of heat in which they have been sweltering for nearly two weeks, we present the following table, which gives the mean temperature, together with the highest and lowest points reached, in the month of June for twenty years past:—

Year.	Mean. (deg.)	Highest. (deg.)	Lowest. (deg.)
1870	77·35	95·5	61·
1869	73·62	92·	54·
1868	71·99	90·	54·5
1867	72·19	88·5	53·
1866	73·04	95·	57·
1865	76·73	93·	64·
1864	72·	99·	54·5
1863	68·67	91·	55·
1862	69·14	87·5	50·
1861	72·55	89·5	53·
1860	72·28	93·	57·
1859	69·14	94·	47·
1858	75·18	94·	54·
1857	69·23	89·	53·
1856	74·44	98·	48·
1855	70·19	95·	53·
1854	71·86	96·	51·
1853	73 77	94·	52·
1852	71·78	9··	52·
1851	70·40	92·	50·
1850	71·93	90·	52·

These figures give us a little satisfaction. It will be noticed that during the month of June, 1864, the thermometer at the Hospital on one occasion rose to 99 degrees—4·5 degrees above the highest point of last month, the lowest point reached during the same month being 54·5 degrees. This day—June 26, 1864—was probably the hottest June day ever experienced in this city, the standing of the thermometer, as compared with the three warmest days of last month, having been as follows:—

	9 A. M.	Highest.	Lowest.	Range.
June 26, 1864	89 deg.	99 deg.	82 deg.	17 deg.
June 26, 1870	86 "	95 "	81 "	14 "
June 28	86·5 "	95·5 "	76 "	19·5 "
June 29, 1870	89 "	95 "	82 "	13 "

Yet the mean temperature of June, 1864, was only 72 degrees—5·35 degrees below that of last month. Another exceedingly hot June was that of 1865, with a mean of 76·73 degrees and a range of 29 degrees, between 93 and 64. This was, taken altogether, the hottest June during the past twenty years, with the exception of that of the present year. Almost equal to it, however, was the June of 1858, with a mean of 75·18 degrees, and a range of 40 degrees, between 94 and 54. During the last thirteen days of that month, the thermometer every day attained the neighborhood of 90 degrees, going frequently above it, and giving a continuous spell of hot weather almost equal to that with which June of 1870 closed.

To turn from these sweltering figures to those representing the temperature of the past six months, we have the following comparison with the corresponding months of 1869:—

Month	Mean. 1870.	Mean. 1869.	Highest. 1870.	Highest. 1869.	Lowest. 1870.	Lowest. 1869.	Average of Mean for 80 Years.
	(deg.)	(deg.)	(deg.)	(deg.)	(deg.)	(deg.)	(deg.)
Jan.	41·07	37·	70·	60·	18·	19·	31·23
Feb.	34·93	37·68	60·	61·5	12·	10·	30·71
March	37·88	39·47	62·	67·5	24·	14·5	39·09
April	53·50	54·39	84·5	81·	35·	34·	51·25
May	65·23	63·49	87·	88·	50·5	42·	62·61
June	77·35	73·62	95·5	92·	61·	54·	71·62

From this it is seen that the month of March fell 1·21 degrees below the average of the means, but in every other month of the year thus far the mean temperature has been above the average, in January, when it exceeded it by nearly ten degrees, being even more noticeably so than in the last month of the half year.

The quantity of rain which fell during the month was unusually small, being 2·856 inches. The rain fall of the first six months of the year shows the following comparison with that of the corresponding months of the previous three years:—

	1870 (Inches).	1869 (Inches).	1868 (Inches).	1867 (Inches).
January	4·07	4·28	3·62	1·0
February	2·53	4·76	2·62	2·89
March	4·06	5·30	3·36	5·46
April	5·61	2·12	5·44	1·81
May	6·28	4·23	7·00	7·82
June	2·86	6·58	4·37	11·02
Total	25·41	37·27	26·37	30·70

FATAL SUNSTROKE.—A German, name unknown, employed on Rowland's farm, near Milltown, was yesterday overcome by the heat, and died in a short time.

BUILDING IMPROVEMENTS.

The Extension of the City—Permits for the Erection of New Buildings Issued During June—The More Noticeable Structures—The Building Improvements of the Past Six Months.

The following shows the number of permits issued by the Building Inspectors for the erection of new buildings during the month of June:—

Dwellings—		Market-houses	1
Four-story	22	Saloon	1
Three-story	231	School-houses	2
Two-story	236	Shops	8
		Slaughter-house	1
Total dwellings	489	Shooting-gallery	1
Banks	2	Stables	8
Boiler-house	1	Stores	6
Chapel	1	Storehouses	2
Churches	2		
Coach-houses	3	Total	541
Factories	9	Additions and alterations	131
House of Refuge	1	Grand total	672
Offices	3		

During the month 12 dangerous buildings and chimneys and 8 wooden structures were ordered to be taken down.

The following shows the character of the more important building improvements which are being made in the city, upon certificates issued during the past month:—

Twelve dwellings on Apple street, above Susquehanna avenue; new House of Refuge, on Poplar street, west of Twenty-second, 35 feet by 168 feet, with two wings, one of which will be 46 by 52 feet, and the other 64½ by 99 feet; 8 dwellings on Twenty-sixth street, south of Girard avenue; 54 dwellings on the east and west sides of Gaunt street, above Jefferson; 10 dwellings on Hancock street, between Susquehanna avenue and Dauphin street; a factory, 56 by 43 feet, on Second street, above Jefferson; a factory, 73 by 38 feet, on Howard street, above York; 8 dwellings at Memphis and Aramingo streets; factory, 54 by 18 feet, on Master street, above Twenty-second; 19 dwellings on Coulston street, between Thuron and Manakin; shop, 112 by 45 feet on Third street, above Montgomery; chapel 33 by 58 feet at Twenty-first street and Columbia avenue; factory, 42 by 90 feet, at Ninth street and Columbia avenue; 10 dwellings on Howard and Hope streets, above Dauphin; 8 dwellings on Ninth street, below Oxford; 12 dwellings at Columbia avenue and Twenty-second street; church, 64 by 105 feet, at the northeast corner of Nineteenth and Fitzwater streets; 8 dwellings, Tenth street, between Peirce and Moore; 8 dwellings on Bainbridge street, above Twenty-first; 17 dwellings on Watkins street, between Ninth and Tenth streets; warehouse, 34 by 50 feet, on Ninth street, below Hall; Tradesmen's Bank building, on Third street, below Chesnut; shop, 80 by 180 feet, with two wings, 40 by 100 feet, at the corner of Sixteenth and Washington streets; 9 dwellings at the corner of Seventh and Pierce streets; shooting gallery, 120 by 30 feet, on Indian Queen lane, between Thirty-first and Thirty-second streets; school-house, 76 by 82 feet, at the corner of Seventh and Dickerson streets; market house, 73 by 137 feet, at Nineteenth and Market streets; church, 84 by 100 feet, at Eighteenth and Green streets; factory, 31 by 200 feet, on Lancaster avenue, between Forty-sixth and Forty-seventh streets; school-house, 52 by 112 feet, on Noble street, east of Sixth; factory, 97 by 144 feet, on Filbert street, above Seventh; factory, 64 by 60 feet, on Perth street, below Poplar; factory, 82 by 93 feet, at No. 2518 Callowhill street; 8 dwellings on Sixth street, south from Brown.

The following table gives a summary of the number of permits issued during the first six months of the year, as compared with the corresponding period of 1869:—

Months.	Dwellings. 1870.	Dwellings. 1869.	All Others. 1870.	All Others. 1869.	Totals. 1870.	Totals. 1869.
January	142	99	33	14	175	113
February	168	242	37	39	205	281
March	317	441	55	73	372	514
April	505	665	89	63	594	728
May	508	652	84	94	592	746
June	489	543	52	53	541	596
Total	2129	2642	350	336	2479	2978

The dwellings for which permits were issued during the first six months of the two years were classified as follows:—

	Six Months of 1870.	Six Months of 1869.
Four-story	50	53
Three-story	932	1480
Two-story	1147	1109
Totals	2129	2642

A comparison of the figures for the two periods show a falling off in the number of dwelling permits issued of 513; but there has been an increase of 14 in the number of permits issued for buildings of other classes, reducing the total decrease of the first six months of 1870, as compared with the corresponding period of 1869 to 499.

THE POLICE.

Their Work During the Past Six Months, as Compared with Previous Years—Details of the Arrests Made During June.

The following table shows the number of arrests made by the police of the city during the month of June, in detail by districts:—

District.	No.	District.	No.
First	192	Fourteenth	27
Second	254	Fifteenth	36
Third	220	Sixteenth	127
Fourth	125	Seventeenth	298
Fifth	311	Eighteenth	85
Sixth	178	Reserve	81
Seventh	183	Delaware Harbor	16
Eighth	157	Schuylkill Harbor	57
Ninth	187	Chesnut Hill	0
Tenth	123	Beggar Detectives	23
Eleventh	110		
Twelfth	154	Total	2926
Thirteenth	42		

In the following table are given the number of arrests made during the first six months of the year for the past five years:—

Month.	1870.	1869.	1868.	1867.	1866.
January	2,696	2,554	2,403	2,415	2,644
February	2,259	2,887	1,973	2,836	2,808
March	2,439	3,142	2,913	3,094	3,473
April	2,798	3,050	3,188	3,579	3,598
May	3,043	3,210	3,221	3,673	3,781
June	2,926	3,425	3,177	3,938	3,635
Total	16,161	18,268	16,875	19,535	19,939

The decrease of 2107 in the number of arrests made during the past six months, as compared with the corresponding period of last year, needs some commentary, but whether it is an indication of a decrease of crime, in consequence of an increase in the efficiency of the force, or a sign of inefficiency on their part, is a matter of doubt.

Such a large proportion of the arrests made are for trivial offenses, such as drunken and disorderly conduct, that the statistics are almost valueless when applied to the higher grade of crimes.

THE PORT.

Movements of Vessels During the First Six Months of the Year.

In the following statement are given the total number of foreign and coastwise arrivals at the port of Philadelphia during the first six months of the current year, as compared with the corresponding period of 1869:—

Months.	Foreign. 1870	Foreign. 1869	Coastwise. 1870	Coastwise. 1869	Total. 1870	Total. 1869
January	52	41	799	579	851	620
February	44	55	664	738	708	793
March	88	114	1646	1764	1734	1878
April	132	120	2414	3859	2546	3979
May	92	148	2704	4537	2796	4685
June	87	96	3191	3345	3278	3441
Total	495	574	11,418	14,822	11,913	15,396

The following shows a summary of the foreign arrivals for the first six months of the two years:—

	Six Months of 1870.	Six Months of 1869.
Steamships	10	12
Ships	22	14
Barks	111	135
Brigs	179	218
Schooners	173	195
Totals	495	574

In the following is given a summary of the more important classes of vessels in the coastwise trade during the first six months of the two years:—

	Six Months of 1870.	Six Months of 1869.
Ships	3	2
Barks	6	1
Brigs	16	26
Schooners	2730	3272
Steamers	1453	1845
All others	7210	9676
Totals	11,418	14,822

MORTALITY.—The following are the deaths in this city during the first twenty-six weeks or half of the year 1870:—Males, 4352; females, 3880; adults, 4110; minors, 4122—total for first half of the year, 8232. During the same time in 1869 there were 7025 deaths, showing an increase of the present year already over the last year of 1207. The weeks in which the increase is most notable are as follows:—May 21, 140; March 19, 127; February 19, 96; February 5, 117; February 26, 97; March 26, 90; March 12, 89; January 15, 88; May 7, 82; March 5, 80; and January 22, 75. The above figures are compiled from the weekly reports of the Register.

SUDDEN DEATH.—Frank Weigand, liquor dealer, Fourth and Library streets, aged forty years, fell dead at the S. E. corner of Eleventh and Spruce streets about 7 o'clock this morning. The cause is supposed to have been heart disease.

THE NORMAL SCHOOL.

The Forty-fourth Semi-Annual Commencement—List of the Graduates.

The forty-fourth semi-annual commencement of the Girls' Normal School was held this afternoon at the Academy of Music, in the presence of a large audience. The exercises began at 3 o'clock, with a prayer by the Rev. William Cathcart.

This was followed by the reading of the Scriptures, the singing of choruses, the reading of essays, recitations, etc. The authors of the essays read were Miss Alice T. Brown, Miss A. Cora Davis, Miss M. Lillie Brooks, and Miss Tillie Whitely, the latter being the valedictorian.

The diplomas were conferred upon the graduating class by Professor George W. Fetter, the Principal of the school.

The following is a list of the young ladies graduating, with their averages:—

	Average.		Average.
Mary Alice Erben	96·1	Ella Bonsal	87·4
Mary A. Burrough	95·2	Ida R. Lewis	87·4
Anna L. Callet	93·9	Lillie Morris	87·3
Hannah T. Evans	93·3	Mary E. Broadhurst	86·6
Sabina Adamson	93·3	Maggie L. Dingas	86·5
Annie M. Foust	93·1	Mary A. Kitchenman	86·5
Lizzie W. Cathcart	92·0	M. Lillie Brooks	86·3
A. Cora Davis	91·4	Miriam S. DuBois	86·3
M. Clara Markle	91·3	Sallie S. Sterrett	86·1
Rosa Warr	91·2	Alice Morton	85·9
Fannie Dounton	90·5	Sallie Morrison	85·8
S. Cornelia Wylie	90·4	Mary A. Carrick	84·5
Ella C. Williams	90·4	Tillie Whitely	84·4
Ella Collins	90·3	Jennie McArdle	82·6
Alice T. Brown	90·2	Mary Hannigan	81·5
Lizzie H. Marston	90·2	Theresa C. Reed	81·3
Henrietta M. Myers	90·1	Ida DeSanno	80·3
Cecelia S. Richards	89·3	*Lizzie N. Hay,	
Kate S. Gillespie	88·6	*Esther G. Patton,	
Josephine Sailor	88·5	*Nettie Crawford,	
Laura Macintosh	87·5	*F. Louise Young.	
Mary A. Miller	87·5	Total, 43.	

*Appointed to situations as teachers, and allowed to graduate by special resolution of the committee.

The following is a list of those in each section who have the highest recitation averages:—

		Average.
Section A	Hannah T. Evans	99·5
" D	Laura Kramer	98·5
" C	Lizzie A. Brown	98·3
" E	Dora Fullerton	98·3
" B	Emma Price	98·2
" F	Mary E. Fullerton	95·4

After the delivery of the diplomas, a short recess was taken for the presentation of diplomas. M. Hall Stanton, Esq., the President of the Board of School Controllers, then distributed the teachers' certificates, after which came the valedictory address, and the exercises were brought to a close by the singing of an original closing song composed by Miss Sallie Morrison, and sung by the graduating class.

THE SEVENTH NEW YORK REGIMENT.—A meeting of citizens was held in the Mayor's Office at 1 o'clock to-day to provide for the reception of the New York 7th Regiment. Amongst those present were Generals Robert Patterson, Prevost, Bankson, and Hoffman, Colonel Gray, Majors Tobias and De Silver, and Messrs. Orne, Kingsley, Rathburn, Drexel, McKean, and others.

On motion of Mr. McKean, the military officers who signed the invitation were appointed as the Committee on Arrangements. The following are their names:—Generals Prevost, Bankson, Hoffman, and Thomas, and Major Tobias.

The meeting then adjourned to convene at the call of the chairman.

THE CAMDEN AND ATLANTIC RAILROAD COMPANY.—Already has the pressure been so great of excursionists and others to Atlantic City, that the company have opened an additional ticket office at No. 828 Chesnut street, where tickets can be obtained at all hours of the day and night. Atlantic City this year offers inducements that have not been known heretofore. The surf is delightful, now that no bar exists off the place, and in addition the hotel rates have been reduced since last season. On Sunday the New Orleans firemen will be taken to this seaside resort, where a collation will be given them. They will be under the charge of the efficient agent, D. H. Mundy, Esq.

WHOLESALE THIEVING.—Yesterday two chaps, named John McCallom and James Jackson, drove a wagon up to the front of a store on Swanson street, below Queen, and coolly loading up a barrel of turpentine, drove off. They were subsequently arrested, and Alderman Lutz sent them to prison. On the hearing it was developed that they had also stolen a lot of whisky, which they had sold to one Anthony Laffy, No. 735 S. Front street. Laffy was arrested and committed to prison on the charge of buying stolen goods.

THE FOURTH AT BURLINGTON.—The citizens of Burlington, N. J., intend celebrating the coming anniversary of American Independence in handsome style. A grand parade of the military, firemen, and civic societies will form the principal part of the programme. A salute of thirty-seven guns will be fired at sunrise, noon, and sunset. In the evening a fine display of fireworks will be made.

BURGLARY.—Some time during last night burglars entered through the second-story rear window of the dwelling and store of Henry Geiss, North Second street, above Diamond, and stole therefrom a pocket-book containing $80 and some checks, and a valuable watch. The window had been carelessly left open, and the thieves procuring a ladder entered without any trouble.

HIGHWAY ROBBERY.—John Monaghan, residing on Fisher street, below Huntingdon, yesterday met James Kelley, residing at No. 908 Fitzwater street, at Seventh and Bainbridge streets, just as he was emerging from a tavern. Seeing that James wore a watch, John snatched it and made off. He was pursued and captured, and Alderman Morrow sent him to prison.

ROWDYISM.—John Laird, constable of the Twenty-sixth ward, was arrested yesterday at Broad and Spruce streets for inciting to riot and flourishing a blackjack. John, whilst waiting for the parade, got "glorious," hence the arrest. Alderman Morrow held him to bail to answer.

JUVENILE DEPRAVITY.—Patrick Devine, James Black, and Edward Kane, lads whose ages range from ten to fourteen years; yesterday sneaked into the tobacco store No. 1243 South Seventeenth street, and stole from the drawer seventy-five cents. Alderman Dallas held them to answer.

FACTORY ACCIDENT.—About 8 o'clock this morning, William Anderson, aged thirty-eight years, employed in a factory on Adrian street, above Master, fell from his loom and broke his collar-bone, beside sustaining other injuries. He was taken to his home, No. 122 Master street.

FATAL RAILWAY ACCIDENT.—About 10 o'clock last night Martin K. Evans, aged seventy years, was run over by one of the Ridge avenue cars, near School lane, and suffered the loss of both legs. He was removed to his residence, in Cedar street, Manayunk, where he died about twenty minutes afterwards.

TAXES.—The third return under the new Delinquent Tax law was made to-day, and amounts to $68,462·57, being the collection for the two weeks ending June 25, making $152,690·98 collected and returned under six weeks' operation of the present mode of collection.

ANOTHER FATAL SUNSTROKE.—An unknown white man, while working in the neighborhood of Twenty-third and Ellsworth streets, a stonemason by trade, was prostrated by sunstroke, and died shortly after being taken to the First District Police Station.

FATAL RESULT.—The Coroner has been notified to hold an inquest upon the body of John S. Fazely, who died this morning at the Episcopal Hospital from injuries received at Baeder & Adamson's mill on the 14th inst. Deceased resided at No. 533 Pepper street.

OWNER WANTED.—An owner is wanted at the Delaware Harbor Police Station for a green batteaux found floating in the Delaware.

FIRE.—A trifling fire occurred about 9·30 o'clock last night at Berks and Alder streets, by which a window curtain was destroyed.

QUICK TRIP.—The steamer Arrowsmith left Cape May this morning at 8 o'clock, and reached the city at 1·15, stopping at New Castle.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

BETWEEN BOARDS.

$1000 Le N gold l... 87½	75 sh Minehill R... 54
$1000 W & Frank 7s 86	400 sh Leh N.ls.2d. 34½
3 sh Mech Bank.. 31½	6 sh Penna RR.ls. 57⅞

SECOND BOARD.

$3000 N Penna 7s. 89½	15 sh Leh Val...ls. 57½
$3000 Pa R gen mt.. bds.s5. 97	24 sh Leh Nav... 34¾
8 sh Penna R... 57⅜	600 sh Read R.ls.s60 53⅛
4 do.......ls. 57⅜	100 do.....b5.53·81
100 sh Ph & E R.b60 29⅞	300 do.......ls.53·81

Furniture, Cheap Furniture,
at the lowest possible cash prices.

Walnut Book Shelves	$1.00
Marble-top Walnut Tables	6.75
Walnut Arm Hair Cloth Chairs	3 75
Hanging Hat Racks	5.00
Standing Hat Racks	17.00
Lounges, in reps or terry	6.50
Bed Lounges, in reps or terry	15.00
Cots, 3 feet wide	3.00
Cottage Bedsteads	3.75@4.25
Mattress, 3 feet wide	3 75

Also a great variety of Desks, Tables, Chairs, Bureaus, Bedsteads, Washstands, etc., etc.

A great variety of goods suitable for churches, academies, schools, offices and residences.

GOULD & CO.,
N. E. cor. NINTH and MARKET Streets,
7 1ituthst Nos. 37 and 39 N. SECOND Street.

THIRD EDITION

IMPORTANT FOREIGN NEWS.

Fresh Irish Disturbances.

Montpensier and the Spanish Throne

AFFAIRS AT THE CAPITAL.

President and San Domingo.

Currency, Army, and Funding Bills

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

GREAT BRITAIN.

Death of a Naval Veteran.

LONDON, July 1.—The death of Thomas Richings is announced to-day. He was reported to be the last English survivor of the naval engagement between the American frigate Chesapeake and the British frigate Shannon, which occurred on the 1st of June, 1813. He died at Cirarcester, near Gloucester. He was eighty-five years old.

National Condolences.

A note from Secretary Fish, telegraphed to Mr. Motley, on the death of the Earl of Clarendon, is published here this morning.

Old Firm Dissolved.

This morning the cessation of the firm of John Pickersgill & Co., largely connected with American trade, is announced, owing to the retirement of Mr. Canliffe, one of the partners.

The Irish on the Advance.

DUBLIN, July 1.—The laborers in the Mallow Mills have struck for an advance in wages.

Yesterday an attempt was made by the agricultural hands at Killarney to seize and destroy a number of mowing machines. The attempt was baffled and the rioters taken care of.

TURKEY.

Blacque Bey at Home.

CONSTANTINOPLE, July 1. — Blacque Bey, Turkish Minister at Washington, has arrived here.

American Consul at Bucharest.

Mr. Buchner, the Hungarian Jew, who was recently appointed American Consul at Bucharest, has received his exequatur.

The Khedive.

The Khedive of Egypt is expected here every day.

SPAIN.

Montpensier and the Throne.

MADRID, July 1.—The Duke of Montpensier insists upon his candidacy for the Spanish crown.

FRANCE.

Smallpox in Paris.

PARIS, July 1.—There is no apparent diminution in the ravages of the smallpox.

The Corps Legislatif.

A stormy discussion took place in the Corps Legislatif to-day on the subject of the contingent fund.

FROM WASHINGTON.

The Currency Bill.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 1.—It is the general impression among members and Senators that the new conference committee on the currency bill will be compelled to either take the report agreed upon by the first conference, or else they will get nothing. Senators say that their body will not make any further concessions, as they are not particularly anxious for the passage of any currency bill this session.

The Army Bill.

Senator Wilson endeavored to call up the conference report on the army bill this morning, but Mr. Sherman refused to allow the tax bill to be set aside for that purpose. In view of the fact that his brother, General Sherman, is anxious for the defeat of the army bill, the conduct of Senator Sherman is severely commented upon by Senators. Wilson gave notice that he would antagonize the army bill to every other measure as soon as the tax bill is out of the way. He said the country was blaming him for not acting on the army bill, and he wished to put the responsibility where it belonged.

The President and the San Domingo Treaty.

The President, in conversation with some Senators to-day, said he was not much disappointed at the action of the Senate on the Dominican treaty. He proposes to negotiate a new one next session, but he fears that in the meantime the Dominicans will accept the offer of Great Britain, who, it is understood, will give two millions for the island.

The Funding Bill.

The House has taken up the Funding bill again, and a large number of amendments are being offered.

Naval Orders.

Despatch to the Associated Press.

WASHINGTON, July 1.—Commander William N. Jeffers is ordered to Washington for examination for promotion.

Commander T. O. Selfridge is detached from command of the Nipsic.

Lieutenant-Commander Byron Wilson is detached from the Plymouth and ordered to command the Nipsic.

Lieutenant-Commander F. R. Smith is detached from the Boston Navy Yard, and ordered to the Plymouth.

Assistant-Paymaster C. H. Thompson is detached from the receiving ship Ohio and ordered to the Naval Academy.

Assistant Paymaster Joseph A. Ring is detached from the Naval Academy and ordered to the Ohio.

The Sinking Fund.

The amount of interest on the bonds purchased by the Secretary of the Treasury for the special purchase falling due to-day amounts to $2,350,000 in coin, which amount will be sold by Treasurer Spinner and the proceeds applied to the purchase of additional bonds.

Bills Signed by the President.

The President to-day signed the bill to regulate the foreign and coasting trade on the northern, northeastern, and northwestern frontiers of the United States; also, the bill to establish and protect national cemeteries.

The joint resolution authorizing the State of New Jersey to receive and dispose of the Stevens Battery, the joint resolution allowing photographs in free of duty intended for exhibition at Cleveland, Ohio, and the act to prevent the extermination of fur-bearing animals in Alaska. A large number of other bills recently passed, most of them of a private nature, and for the relief of certain parties, were signed this morning.

The Tax Bill.

The Tax bill being under consideration, the Senate rejected the amendment to tax the interest of United States bonds five per cent., by a decisive vote of yeas 12, nays 36. A discussion ensued upon an amendment by Mr. A. G. Thurman to tax incomes derived from bonds five per cent.

FROM NEW ENGLAND.

Class Day at Wesleyan University.

HARTFORD, July 1.—Yesterday was class day at the Wesleyan University, at Middletown. A. S. Rose delivered the Salutatory Address. Various humorous took place, and an address to the college by A. J. Palmer, to which President Cummings responded.

Last evening there was an oration by Mr. D. Baker, including a history of the class. Songs were sung, and at midnight the "Joy" was planted and good-bye songs sung.

Connecticut Industrial Schools.

The new Connecticut Industrial School for Girls was formally opened at Middletown yesterday. Governor English was present.

An address was delivered by D. C. Gilman, of the Yale Scientific School, and a short address was made by Mr. Bradford, Superintendent of the school.

NEW YORK, July 1.—Governor Hoffman and family are here.

Drowned.

LOCKPORT, July 1.—Frank Haskett, a printer, was drowned in the canal here yesterday.

Maine Medical Association.

BANGOR, July 1.—The Maine Medical Association closed its session to-day, after appointing the second Tuesday in June, 1871, as the time of the next annual meeting.

Shipment of Specie.

SAN FRANCISCO, June 30.—The Constitution, from Panama, brings $56,000 in specia, of which $43,000 is for China.

CONGRESS.

FORTY-FIRST TERM—SECOND SESSION.

Senate.

WASHINGTON, July 1.—Mr. Anthony was elected President *pro tem.* in consequence of the absence of the Vice-President until after July 4.

The House bill to change the time for holding the terms of the District and Circuit Courts for the Northern district of Ohio was passed.

The House amendments to the bill for the improvement of water communication between the Mississippi river and Lake Michigan by the Wisconsin and Fox rivers were concurred in.

The Atlantic and Pacific Railroad bill was briefly discussed, and an ineffectual effort was made by Mr. Wilson to get up the conference report on the army bill.

At 12·15 o'clock the tax bill was taken up, the question being upon the amendment to tax the interest on United States bonds five per cent.

House.

Mr. Brooks, of Mass., introduced a joint resolution giving four pieces of condemned cannon to the city of Lowell for the ornamentation of a soldiers' monument. Passed.

Mr. Maynard, from the Committee of Ways and Means, reported a bill remitting and releasing all legacy and succession tax on the devises and bequests made by Matthew Vassar to the Vassar College at Poughkeepsie, New York.

Messrs. Paine, Benjamin, and other members desired to offer amendments for a like provision in reference to institutions in their districts, but Mr. Maynard declined to admit them and insisted on the previous question.

The previous question was seconded and the bill passed.

On motion of Mr. Stiles, it was ordered that when the House adjourn to-morrow it be to meet on Tuesday next.

On motion of Mr. Sargent, the Senate bill to grant the right of way to the Alameda road through the public lands in California was taken from the Speaker's table, briefly explained, and passed.

The House then proceeded to the call of committees for reports of a private nature.

Bills for the extension of patents were reported and passed, as follows:—

Patent of John Tyler, of West Lebanon, N. H., for improvement in water wheels; patent of Stephen Hall, of Poughkeepsie, for improved harvester; patent of Pierpont Seymour, of East Bloomfield, Conn., for seed planters; patent of Jacob A. Anderson, for improved cooking stove; patent of Fras. M. Strong and Thomas Ross, for improvement in platform scales; patent of Alex. C. Twining, for a process of making ice.

Mr. Walkin reported a bill for the relief of the widow and heirs of Thomas W. Harvey in the extension of the wood screw patent.

Mr. Dawes (Mass.), opposed the bill and argued against the renewal of the Harvey patent, which had been enjoyed for twenty-one years, and had produced enormous profits to its owners. The bill had been already three times before the House and been rejected.

Mr. Calkin advocated the bill as being exclusively for the benefit of the widow and heirs of the inventor.

After further discussion Mr. Dawes moved to lay the bill on the table. Negatived—yeas 85, nays 86.

The morning hour expired, and the bill went over.

Mr. Butler, of Massachusetts, offered a resolution requesting the President to demand of the British Government under what pretense of right, and under whose orders American fishing vessels are arrested and detained on their voyages in the Straits of Canso, on their way to the fishing grounds, by vessels flying the British flag. Adopted.

The House then, at 12·40, resumed the consideration of the funding bill. No amendment was made to the second or third sections.

On motion of Mr. Schenck the fourth section was amended by striking out the words, "In the order of their numbers and issue, beginning with the first numbered and issued."

Mr. Holman moved to amend the fourth section by providing that the five-twenty bonds shall be paid in greenbacks, and made an argument in support of his amendment.

Mr. Schenck replied to him, and argued that all that question had been finally and conclusively settled by the passage of the act of the present Congress to strengthen the public credit, which declared the faith of the United States solemnly pledged to the payment in coin or its equivalent of all the obligations of the United States not bearing interest, and of all obligations bearing interest, except in cases where the law authorizing the issue had expressly provided that the same might be paid in lawful money.

He declared that the worst, the meanest, the foulest of all possible repudiations would be now for the Forty-first Congress to ignore and trample upon its own very first act of legislation.

Mr. Woodward asked Mr. Schenck whether, if the judgment of the court should be that under the act of 1862, the five-twenty bonds were payable in greenbacks, he would not admit that the act to strengthen the public credit did not save them?

Mr. Schenck said he admitted no such thing. If he admitted (as he did not) that there ever had been any doubt on the subject, he still contended that the United States were estopped by the act of the 18th of March, 1869, by which all claim or right to raise a question on that point was waived.

THE UNITED STATES TREASURY ROBBERY.

Arrest of Charles S. Marion—He is Charged with Being Implicated in the Affair—Examination before Commissioner Osborn.

The $20,000 stolen from the Treasury Department at Washington, on the 11th of June, were recently traced by the officers of the secret service, and $7900 of the amount stolen was found to have been deposited in the Stuyvesant Bank, corner of Broadway and Seventh street. The name of the depositor was given as Charles S. Marion, who is supposed to be one of the persons implicated in the robbery. A warrant was issued for his arrest, and, as the bank refused to give up the money, a search-warrant was issued to the United States Marshal to search the bank for the stolen money.

THE EXAMINATION.

Yesterday Marion was arrested, and taken before Commissioner Osborn, who held him in default of $5000 bail. The order was served on the bank cashier to produce the money, and the $7900 were given into the hands of George E. Stuart, general book-keeper for the bank, who produced it before the commissioner to be used in evidence in the examination of Marion. Marion testified that the money was left at the bank for the payment of three notes amounting to $1630·29, falling due on the 2d of April, May, and June, respectively.

THE CUSTODY OF THE MONEY.

On adjourning the examination some dispute arose as to who had the right to the custody of the money during the pendency of the examination. The counsel for Marion insisted on having the money returned to the bank, or else have an understanding that the Government had no claim to the money except for the purposes of this examination. It was finally agreed that the money might be returned to the bank each day and reproduced on each examination day.—*N. Y. World to-day.*

WEDDING AND ENGAGEMENT RINGS, of solid 18 karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand.
FARR & BROTHER, Makers,
3 25 wfm§ No. 324 CHESNUT Street, below Fourth.

FOURTH EDITION

THE PUBLIC DEBT STATEMENT.

$20,000,000 Reduction in June.

McGarrahan Land Claim.

The Merchants Express Robbery.

FROM WASHINGTON.

The Debt Statement.

Despatch to the Associated Press.

WASHINGTON, July 1.—The debt statement just issued shows a reduction during May of $20,203,772·09. The coin balance is $112,776,048·83, including $34,547,120 in coin certificates; currency in the Treasury, $28,945,067·19.

The following is a recapitulation of the statement:

DEBT BEARING INTEREST IN COIN.	
5 per cent bonds	$221,589,300·00
6 per cent. bonds	1,886,361,400·00
Total	$2,107,950,700·00
Interest	49,647,032·38
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Certificates at 3 per cent	$45,545,000·00
Navy pension fund, at 3 per cent	14,000,000·00
Total	$59,545,000·00
Interest	487,993·57
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.	
Amount outstanding	$3,647,367·35
Interest	472,530·57
DEBT BEARING NO INTEREST.	
Demand and legal-tender notes	$356,106,256·00
Fractional currency	$39,878,684·48
Gold certificates of deposit	34,547,120·00
Amount outstanding	430,532,060·48
Total outstanding	$2,601,675,127·83
Total Interest	50,607,556·52
Total debt, principal and interest, to date, including interest due and unpaid	$2,652,282,684·35
Amount in the Treasury—Coin	112,776,048·88
Currency	28,945,067·19
Sinking fund in United States coin interest bonds, and accrued interest thereon	37,665,191·63
Other United States coin interest bonds purchased and accrued interest thereon	86,537,776·91
Total amount in Treasury	$265,924,084·61
Debt less amount in Treasury June 1	$2,406,562,371·78
Decrease during the past month	20,203,772·04
Decrease of debt since March 1, 1870	$51,969,877·43

The McGarrigan Case.

Despatch to the Associated Press.

WASHINGTON, July 1.—The publisher of the *National Republican* having published a series of articles against McGarrighan's claims to the Panoche Grand Ranche in California, McGarrighan sued him for libel. After a trial of several weeks the jury to-day were discharged, not being able to agree. They were about equally divided. It was shown that the obnoxious articles were furnished the *Republican* by an agent of the New Idria Company, which is now in possession of the quicksilver mines and contests McGarrigan's grant.

The Public Debt Statement.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 1.—The public debt statement for the month of June shows a reduction of twenty million two hundred and three thousand seven hundred and seventy-two dollars and four cents.

Internal Revenue Receipts.

The receipts from internal revenue for July 1 are one million eighty thousand seven hundred and eighty-six dollars and seventy-four cents.

Nominations.

Despatch to the Associated Press.

WASHINGTON, July 1.—The following nominations were sent in to-day:—Felix A. Mathews, of California, to be Consul at Tangier; John T. Robeson, of Tennessee, Consul at Leith; Ed. Johnson of S. C., Consul at Talcahuana; Charles T. Theveatt, of Alabama, Consul at Rio de Janeiro; Moses H. Grinnell, Naval Officer at New York; Thomas Murphey, Collector of Customs, New York; Thomas Hillhouse, Assistant Treasurer, New York; William Richardson, Collector of Internal Revenue, Third division.

George P. Peck, Collector of Internal Revenue, Second District, N. C.; F. H. Oakley, United States Marshal, Eastern District of Ohio; Joseph C. Hopkins, Judge of the District Court of Ohio; John D. Pope, United States Attorney for the District of Georgia; Noah Davis, United States Attorney for the Southern District of New York. Postmasters—S. Frodsham, Sava, Missouri; Henry Blehm, Ripley, Ohio; Alfred M. Condit, Orange, New York; N. A. Stafford, Little Falls, New York; D. C. Swan, Kimber Smith, Cambridge, Massachusetts; Clifton A. Blanchard, Chelsea, Massachusetts.

FROM NEW YORK.

The Merchants' Express Robbery.

FONDA, July 1.—Charles B. Conklin, who is charged with robbing the American Merchants' Union Express Company in August last, in connection with Harrison Brothers and others, was arrested last evening in Albany and brought here by Detective Littlefield, of New York, and Deputy Sheriff Dockstader, on two warrants, charging him with burglary and grand larceny. His examination will take place to-morrow.

The Express Company have by their counsel, H. B. Cushing, commenced action in the Supreme Court against Conklin, and procured an order to arrest and hold him to bail in the sum of $40,000.

FROM THE SOUTH.

Shipping Intelligence.

FORTRESS MONROE, July 1.—Passed in for Baltimore, steamer Baltimore, from Bremen; brig Antelope, from Matanzas; R. C. Wright, from Mayaguez; George Lattimer, from St. Johns; Isabel, from the West Indies; schooner Carine, from Nassau. Passed out, steamer Ohio, from Bremen; bark Eliza White, for Matanzas; brigs Virginia Dane, for Rio; Lewis Clark, for Charleston; and Alexander Kirkland, for St. Johns.

Steamboat Race—Chance for an Explosion.

MEMPHIS, July 1.—The excitement over the race between the steamboats Lee and Natchez is intense, and parties are betting heavy odds in favor of the Lee. The Lee passed Natchez yesterday at 10·04 A. M., and the Natchez passed the same point at 10·18 A. M., the Lee losing four minutes in landing at Natchez.

New York Money and Stock Markets.

NEW YORK, July 1.—Stocks firm. Money easy at 3@5 per cent. Gold, 112. 5-20s, 1862, coupon, 112½; do. 1864, do., 112½; do. 1865 do., 112¼; do. do. new, 111⅛; do. 1867, 111½; do. 1868, 111⅛; 10-40s, 108⅝; Virginia 6s, new, 63; Missouri 6s, 91⅝; Canton Company, 63½; Cumberland preferred, 40; New York Central and Hudson River, 98½; Erie, 22¼; Reading, 107⅛; Adams Express, 68; Michigan Central, 120; Michigan Southern, 99½; Illinois Central, 140½; Cleveland and Pittsburg, 109½; Chicago and Rock Island, 116⅝; Pittsburg and Fort Wayne, 95½; Western Union Telegraph, 34⅛.

CROQUET IN GREAT VARIETY.
Rock Maple Croquet only $3·50.
Four quires of Paper and four packs of Envelopes, stamped, in a neat double box, only $1 00; by mail, $1·15.
One quire of Paper and one pack of Envelopes, stamped, only 30 cents. J. LINERD,
Stationer and Card Engraver,
6 29wsm 9m8p No. 921 SPRING GARDEN Street.

NOTICE OF DISSOLUTION.—THE COPARTnership heretofore existing between JAMES W. BOYD and SAMUEL R. EVANS, under the firm of BOYD & EVANS, Note Brokers, is this day dissolved by mutual consent. Any business of the firm will be settled by either partner.

SAMUEL R. EVANS WILL CONTINUE THE business at No. 31 S. THIRD Street.
JAMES W. BOYD will continue the business at No. 18 S. THIRD Street. JAMES W. BOYD.
Philadelphia, June 30, 1870. S. R. EVANS. 7 1 3t*

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